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BRITISH TO THE BACKBONE.
3-50P]

No. 17,906. 第一萬七千九百零六號 乙卯年八月二十三日 HONGKONG, FRIDAY, OCTOBER 1st, 1915. 五拜禮 中華民國四年十月一號 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Oct. 1st.—Europe (*vid* Siberia), per s.s. LIANGCHOW.

TO DEPART.

Oct. 2nd.—Europe *vid* Siberia, at 5 p.m., per s.s. ANHUI.
Oct. 4th.—Japan *vid* Nagasaki, United States, South America and Canada *vid* San Francisco and United Kingdom *vid* Canada, at noon, per s.s. MONGOLIA.
Oct. 5th.—Europe *vid* Siberia, at 3 p.m., per s.s. LIANGCHOW.
Oct. 7th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 3 p.m., per s.s. NORE.
Oct. 16th.—Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 4 p.m., per s.s. PAUL LECAT.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

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Hongkong, 4th February, 1915 [516

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TIME TABLE.

WEEK DAYS.

7.00 a.m.	to	8.00 a.m.	Every	15 minutes.
8.00 „	to	10.00 „	„	10 „
10.00 „	to	11.00 „	„	15 „
11.30 „	to	12.45 p.m.	„	15 „
12.45 p.m.	to	1.15 „	„	10 „
1.15 „	to	1.45 „	„	15 „
1.45 „	to	2.15 „	„	10 „
2.15 „	to	5.00 „	„	15 „
5.00 „	to	8.10 „	„	10 „

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8.45 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
1.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m.	to	10.30 a.m.	Every	15 minutes.
10.30 „	to	11.00 „	„	10 „
11.30 „	to	12.00 noon	„	15 „
12.00 noon	to	1.00 p.m.	„	10 „
1.00 p.m.	to	5.00 „	„	15 „
5.00 „	to	6.00 „	„	10 „
6.00 „	to	7.00 „	„	15 „
7.00 „	to	8.10 „	„	10 „

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Hongkong 12th June, 1915. 1042

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				Sakaki	Kobe
$ 40 { $ 30 / Y 30	Shanghai (S.M.R. Str.)	Lv.	Forenoon	Yesu.	Sat.
	Tsingtao „	Ar.	„	Th.	Mon.
	Dairen „	Lv.	1.30 p.m.	Thursday	Tues.
	(S.M.R. Train)				
Y 14.85	Mukden „	Ar.	11.25 „		
	„	Lv.	11.50 „		
Y 11.50	Changchun „	Ar.	7.10 a.m.	Friday	
	(Russian Train)	Lv.	9.00 „		
R 9.60	Harbin „	Ar.	9.05 p.m.		

SOUTH BOUND.

1st Class Fares:				Connecting at Harbin with the Trans-Siberian Service from Petrograd.	
				Thursday	
R 9.60	Harbin (Russian Train)	Lv.	10.15a.m.	F.	
	Changchun (S.M.R. Train)	Ar.	4.30 p.m.	Friday	
Y 11.50		Lv.	5.45 „	„	
	Mukden „	Ar.	0.45 a.m.	„	
	„	Lv.	1.05 „	Fri.	Wed.
Y 14.85	Dairen „	Ar.	8.00 „	Sat.	
	(S.M.R. Str.)	Lv.	Noon.	Mess.	Fri.
$ 40 { $ 25 / Y 30	Tsingtao „	Ar.	Forenoon	Sakaki	Kobe
	Shanghai „				

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Hongkong, 10th July, 1915. [738

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Hongkong, 4th February, 1915 [509

BRITISH MANUFACTURERS AND THE MACHINERY TRADE OF CHINA.

We have before us a letter received by a well-known London firm from an agency firm in China which affords ample evidence that unless British manufacturing engineers are willing to come into line and work more closely on the conditions their American and Continental competitors are willing to accept, China trade will gradually become impossible for British firms to secure, or be not worth the getting. There can be no question, therefore, that manufacturers should now take such steps as are possible to strengthen their interests in China. It will be immeasurably more difficult to do so after the war. It must be remembered that whilst many thousands of English engaged in China in commercial pursuits have left China to engage in the war. Germany's commercial influence is as strong in China numerically as before the outbreak of hostilities. For obvious reasons Germans in China are unable to return to their country. They have no wish to do so. Indeed in very many cases they have instructions not to do so, but to wait until the cessation of the war. Then, when British commercial influence is woefully underrepresented in China, they hope to come down like a wolf on the fold and regain not only the business and prestige that the war lost them, but materially to enhance their scope and influence in Far Eastern markets. Yet the British manufacturer delays appointing agents in that territory, or quibbles over rates and terms. The demands of the Government upon manufacturers for war munitions and equipment is surely not sufficient reason for delaying this vitally important matter of appointing representation. This makes no call on manufacturing facilities. It is a managerial—almost clerical—matter. The manufacturer argues: "What is the good my appointing agents if I cannot execute the orders they will send me?" Here, again, the excuse is hopelessly insufficient. Agency negotiations take time to transact; hence the advisability of taking them up without delay. Orders do not follow immediately an agency is arranged. Far from it, very often. The agent—if he be worthy of the name—is alive to the conditions both in China and Great Britain, and he is willing to wait while he retains the sole agency. The great moral, the moral that the manufacturer at home is so slow to realise, or realising does not apply, is that he must have some competent individual, or company or combine, actually located in China, watching and protecting and advocating his interests there, and able and willing to steer China trade his way immediately conditions permit. Advisory and selling organisations have been, and are being, formed to help British engineering interests in China, but these, strange to say, do not always meet with the encouragement which it might be thought British manufacturers would be only too ready to give.

There is an unlimited outlet for machinery in China, but the drawback is that the Chinese usually have no money to pay the purchase price, and ask for payment facilities. The reason why German firms occupy such a dominating position in the machinery market of this country is due to the fact that they have always met the buyers, taking part-payment upon delivery and the balance extended over a few years. For instance, there are two electrical installations for, together, about 30,000 lamps in a certain district in China, supplied by the Allgemeine Elektrizitaets-gesellschaft of Berlin. The Chinese company only paid about 15 per cent. of the value of the plant at the time when it was delivered, the balance being made up in instalments divided over six years. In other words, the Chinese usually wish to pay for the plant *out of the profits* which they can make with the installation, and it is very seldom that they can accept the terms given by nearly all the British machinery manufacturers, viz., one-third upon signing the contract, one-third upon shipment, and one-third upon delivery. If British manufacturers wish to get the bulk of this trade in China, or at least a fair share of it, they will have to give facilities for payment. The fact that German competition is tied up now does not alter the situation much as regards terms, because the Chinese *cannot* buy the machinery if they have to pay in full for it; they have no money, and unless they are assisted by sellers the business is simply impossible. To mention a few of the leading engineering schemes worked in China by German firms on the basis of extended payments, the following Chinese companies in the Yangtsze Valley alone will show how German manufacturers got a strong hold of the trade:—

Hunan Electric Light Co. at Changsha, contract about £15,000, payment in six years.
Chungkiang-Electric Light Co., contract about £8,000, payment in four years.
Shansi Electric Light Co., contract about £4,000, payment in five years.
Siangtan Electric Light Co., contract about £12,000, payment in six years.
Changsha Cotton Mill, contract about £110,000, payment in five years.
Hunan Telephone Co., contract about £90,000, payment in three years.

To the foregoing might be added hundreds of smaller concerns for pumping, mining, printing, flour mill, rice mill machinery, etc. The purchase price is even of less importance than the question of terms, and British machinery can be better and cheaper than anything else in the world, but it is the *terms* which the Chinese require.

There is another point as regards *small* machinery. German machinery firms get liberal assistance as regards consignment from manufacturers. Small boilers, steam engines, ice-making plants, hand flour mills and rice mills, oil engines, motors, dynamos, machine tools, etc., can always be had from German firms from stock, which they get free of charge from the manufacturers and make payment after sales have been effected. On the other hand, we know of firms in China who have found it nearly an impossible task to induce any British manufacturers to give them even small machines, costing perhaps up to £50 on consignment, even if they gave a guarantee to take same over for their own account after a certain time, if no sale could be effected. They contend that they have to run the expense of keeping an expensive show room (rent, light, and taxes count for something in the foreign settlements in China), keep expensive foreign and Chinese engineers, do all the advertising in Chinese papers, and they may reasonably ask that manufacturers should make some sacrifice, too. We know of one firm which, owing to the little support it obtained from British manufacturers, had to turn to American suppliers, where they found more assistance, and consequently have done quite an amount of business with the United States lately. The firm in question would be only too pleased to go back to British manufacturers, but they naturally ask that they should receive the same facilities. It is high time, therefore, that British manufacturers themselves should decide to take more active steps to secure the machinery trade in China.—*Eastern Engineering.*

THE SILVER POSITION.

A London paper of the 27th August has the following on the position of silver:—

The undertone of silver appears somewhat improved, in consequence of the purchases made by the United States Treasury during the last few weeks. The total is said to exceed 2,000,000ozs. during the current month. Prices, however, have not been well maintained, but have fallen gradually from 22 15-16 quoted on August 20th to 22 13-16. A slight increase in the amount of supplies, and the sluggishness of demand from Eastern markets, especially from the Indian bazaars, are the apparent reasons for this set-back. China is inclined to buy at falling rates.

The imports of the United Kingdom from China during the first six months of 1915 amounted to £3,233,720 in value, as compared with £1,975,846 during the corresponding months of 1914, according to Messrs. Samuel Montagu & Co. This represents an increase of 63 per cent., owing to the closure of enemy markets rather than to an expansion in the total export trade of China. The exports from the United Kingdom to China during these periods were £4,059,375 and £8,444,712 in value respectively, a diminution of 52 per cent. in the case of the first six months of this year. This remarkable falling of necessitates a substitution of so much silver, or credit in some form based upon silver, in order to balance the altered conditions of trade.

The figures apply only to the relations between China and the United Kingdom, and it is possible that the balance of trade between China and other countries, especially the United States, may not have altered in the same proportions, but it is reasonable to assume that the movement of trade was somewhat similar. If this assumption be correct it is hardly probable that China is in a position to re-sell permanently any portion of the large stock held here on account of that country, though, possibly, there may be occasional attempts to make a favourable sale, with a view to replacement at a profit.

OCEAN SAIL TRAINING.

It may be interesting, when so many officers from the mercantile marine who belong to the Royal Naval Reserve are serving their country, to publish a few facts about Messrs. Devitt and Moore's ocean training ships, the first started in Great Britain for the training of merchant service cadets in specially adapted sailing ships carrying naval instructors. The idea of these school ships was inaugurated in 1890. Lord Brassey took a keen interest in its inception, and still continues his association with it.

A little over two years ago the Admiralty agreed to take cadets who had served one voyage in these sailing ships into a battleship for 12 months for training for the Royal Naval Reserve. At the end of 12 months the cadets were to return to the sailing ships to complete the period of service required by the Board of Trade for second mates' certificates. Several cadets availed themselves of this offer before the war broke out.

When the training ships *Port Jackson* and *Medway* arrived home in the autumn of 1914 no fewer than two-thirds of the total number of cadets on board were granted commissions in one capacity or another. The total number of old cadets now serving is well over a hundred, from commanders R.N.R. to probationary midshipmen R.N.R.

The *Medway* sailed again for the Colonies last April with 16 cadets on board, mostly first voyagers. Six more have been sent out by steamer to join her at Hobart, Tasmania, at which port she duly arrived after a good run of 95 days.

PACKS OF WOLVES IN SHANSI.

CROPS EATEN UP BY LOCUSTS.

Writing from Taikuhsien in Shansi to the *N.-C. Daily News*, a correspondent says:—

Every few years we hear of the depredations of wolves in this province. The present is such a time, and they are beginning their attacks unusually early. On August 30 in a place called Ta'engchiaying in the Yuhsiang district in south-western Shansi, an old man, two small children, and a young girl, were mauled by wolves. All four victims died the same evening. In that same district, at Renlits'un, a man named Wang sent his son into the mountain ravines to gather brushwood. The boy not returning at nightfall, his father went in search of him and found his halfeaten body. In the Sükow district near here, between the Nanying and Peiyang villages, a lad twelve or fifteen years old was attacked by wolves the other day and severely wounded. On the borders of Sinchow and Tinghsiang, in north central Shansi, the wolves are said to be going out in packs and are terrorizing the villagers. Here is an opportunity both for exciting sport and for benevolent service for those whose tastes run to hunting.

THE FUTURE OF BRITISH ENGINEERING.

The present amazing activity and adaptability of the British engineering industry is particularly surprising when we call to mind the state of depression into which the industry was plunged a year ago by the commencement of hostilities. On the outbreak of war last August the engineering trade of the country was, on the whole, slightly declining. We appeared to be entering upon one of those periods of trade depression that occur with cyclic regularity. But the war speeded up the decline till it became an utter slump. Orders were cancelled—in every—direction, and the outlook except for those few engineering firms normally engaged on the production of the machinery of war, was extremely black. It was little use making for stock, seeing how impossible it was to estimate future demands. The war might change every market. Hence all that could be done was to wait patiently for "something to turn up." The change was not long coming. Within a month of the outbreak of war orders were beginning to come in again. Plant was wanted for the many new factories and factory extensions that it was soon realised would be required in connection with the supply of munitions. This meant that it was not long before the makers of machine tools, gas engines, electrical plant, and construction steelwork, to mention but a fraction of the engineering industries directly affected by these extensions, were working at the highest pressure. The necessary co-ordination of effort was brought about by the establishment first of local munitions committees, and latterly by the setting up of the Ministry of Munitions. In this way the potentialities of practically every engineering establishment in the country were speedily made known. But out of all the vast, seething changes of the past year there will arise an incalculably greater British engineering industry than has ever existed in the past. That is one tremendously important fact that emerges out of the first year of war. When we have utterly crushed Germany, as assuredly will be the case, the world's engineering trade will be in but two hands—those of ourselves and of America. We shall once more become the workshop of the world. All the war-devasted countries will look to us to supply their immense engineering requirements—their new railways, bridges, steel buildings, factory equipment, electric power stations, tramway systems, gas and steam engines, to mention but a few of an endless list. And—here is the important thing—we shall be in a position to meet the world's demand, thanks entirely to our participation in the world war. If our factories were as they were a year ago we should be quite incapable of meeting the enormous demand. Our loss would have been America's gain. But the vast changes in our engineering works that have perforce had to be made during the past year of war give us every chance of profiting by the trade that will come with the signing of the treaty of peace. A man of broad views, the Minister of Munitions, we may be sure, sees something more in the twenty-six vast national munitions factories that are being built in various engineering centres throughout the country, than a capacity to produce such a super-abundance of shell as will inevitably crush the enemy. He sees in these admirably-equipped factories the opportunity for trade development at present undreamed of as soon as the war is over. Here, truly, is a wonderful vision of which the first year of war gives us a glimpse. Of the future of the British engineering industry we many rest well assured—Engineering Correspondent *Daily Telegraph.*

AUTOMOBILES IN JAPAN.

The increasing use of automobiles in Japan appears from an article by M. Adrien Bertrand in *L'Economiste Français.* Five years ago there were not 100 automobiles in Japan. At the present time there are nearly a thousand. The main obstacle in the way of the use of motor-cars is the condition of the roads, but this drawback will disappear in time. Already several roads have been improved. An automobile club, founded in 1911, is active in this direction, and the roadways will be bettered according as the number of cars grows. In their turn, the cars will become more numerous as the roads become easier to travel. Indeed, the cause and the effect will go hand in hand. Tokyo and Kyoto have possessed taxi-cabs for two years, and these have met with great success. Certainly, rich potential purchasers of motor-cars are not numerous, and all those who are in a position to buy and maintain them will be rapidly supplied. But in this country of few railways the supply of automobiles for the transport of passengers as well as merchandise from town to town should prove an important branch of trade. American firms have sprung to the head of the Japanese market, by having stocks in readiness when soliciting custom, by causing a demand for their wares and instructing Japanese chauffeurs. The Americans have thus secured a great start. It is necessary then to construct cars in large quantities in order to maintain the same types and to sell them very cheaply. They must, nevertheless, by well made. The American cars have been so "mediocre" that they are for the most part useless. The practical Japanese will not make repurchases of these types, and they are ready to go therefore to the French (and equally British) firms. M. Bertrand suggests that a syndicate of houses should establish a garage at Tokyo with a good representative. This, combined with judicious advertising of several types of cars on view, would soon open up an important trade.

An Army Order states that a badge consisting of the letter "O" and an outspread wing has been approved for wear by officers who are on the list of qualified observers of the Royal Flying Corps. The badge will be worn on the left breast above medal ribbons in the same manner as the flying badge is worn by qualified pilots.

KWANGTUNG FLOOD RELIEF FUND.

The Tung Wah Hospital begs to acknowledge with thanks the following donations to the Kwangtung Floods Relief Fund:—

Per Mr. Luk Ip Kwing from Han Siang Kiok at Asahan, Sumatra	$ 2,400.00
Per Tak Shing Hong from Hung On Shop, Annam	84.00
Already acknowledged	$550,044.91
Total	$552,528.91

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—Gunner H. McE. McTavish joined the Corps on 29th inst., allotted Corps No. 1915 and posted to No. 2 Section Artillery Battery.

LEAVE.

2.—The undermentioned are granted leave of absence as follows:—
Gunner F. H. Fisher from 30th September, 1915, to 30th September, 1916.
Private F. Ellis from 30th September, 1915, to 30th January, 1916.
Private O. W. Fulcher from 1st October, 1915, to 18th October, 1915.

SIGNALLING SECTION.

3.—The following N.C.Os. and men will parade under Sergeant-Major Blair to-day, 1st October, at Star Ferry Wharf, Hongkong, at 5.45 p.m., to provide the necessary signallers for the Command Signalling Station at Kowloon:—
Sergeant Silas, Corpl. Lawrence, Lc.-Corpls.—Reis—and—Rocha, Ptes. Chaves, Young, Hurle, Jacobs, and Santos.

KING'S PARK RANGE.

4.—The Range is allotted to the Officers of the 74th Punjabis to-day, 1st October, from 9.30 a.m. to 12 noon.

ENGINEER COMPANY.

5.—"Belcher's Reliefs" for the month of October is posted on the notice board at Headquarters for information of members of Engineer Company.

PARADES.

6.—Parades for Friday, 1st October: *Nil.*

DETAIL.

7.—Gun Club Hill, Kowloon.
On duty until morning of 3rd October: No. 2 Section Artillery Battery.
Officer on duty: Lieut. Danby.

DETENTION CAMP, KOWLOON.

On duty to-night: Civil Service Co.
Officer on duty: Capt. Churchill.
On duty 2nd October: Left Section M.G. Co. and the following members of Right Section M.G. Co.:—Ptes. Hyndman, Cordeiro, C. Ribeiro, G. Roza and Goldenberg.
Officer on duty: Capt. Armstrong.
Orderly Officer until 3rd October: Lieut. Rees.
Orderly Sergeant until 3rd October: Sergeant Hall.

G. E. STEWART, Capt.
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

COMMENDATION.

General order No. 15 states that P.-c. 56. Poon Why, Police Reserve, is commended by the Captain Superintendent of Police for pluck, and intelligence in effecting the arrest of a man armed with a chopper in Hollywood Road on the 28th instant.

PATROLS (CENTRAL).

For October 1st and 2nd, as already ordered.
Sunday, October 3rd:—
5.50 p.m.—One Sergeant and six P.-cs. from No. 3 Company. The Chief Inspector will visit.
8.50 p.m.—One Sergeant and six P.-cs. from No. 3 Company. The Chief Inspector will visit.
Monday, October 4th:—
5.50 p.m.—One Sergeant and six P.-cs. from No. 2 Company. The Sergeant-Major will visit.
8.50 p.m.—One Sergeant and six P.-cs. from No. 2 Company. The Sergeant-Major will visit.

PATROLS (EASTERN).

Friday, October 1st:—
5.50 p.m.—P.-cs. Suffiad and Abdul Khan.
8.50 p.m.—P.-cs. Rahumat and S. Moosdeen. Sergeant Suffiad will visit.
Saturday, October 2nd:—
5.50 p.m.—P.-cs. Hamid and Bandran.
8.50 p.m.—P.-cs. Omar and Santra, Crown-Sergeant Sirdar Khan will visit.

PATROLS (WATER POLICE).

For October 1st and 2nd, as already ordered.
Sunday, October 3rd:—
5.50 p.m.—Two P.-cs. (S) to be detailed by Inspector Wong.
8.50 p.m.—Two P.-cs. (S) to be detailed by Inspector Wong, also Mohamad Okbar (P).
Monday, October 4th:—
5.50 p.m.—P.-cs. Fothergill (S), Bailey (S), and Packham (P).
8.50 p.m.—P.-cs. Weaser (S), Robertson (S), and Nicoll (P).

OVERHAUL OF RIFLES.

The 1st Platoons of No. 2 and No. 3 Companies will parade at the Central Police Station for the re-issue of their rifles on Friday, October 1st, at 5.30 p.m. sharp.
The 2nd Platoons of the same Companies will parade at the same time and place and return their rifles to the Armoury.
Fall in under the Musketry Sergeant.

PROMENADE CONCERT, OCTOBER 2ND.

PIQUET DUTY.

Piquets and other details will report to the Sergeant-Major at the Main Bandstand, at 8.15 p.m. sharp. Uniform with Caps and Canes. Belts will be issued.
Inspector d'Almada will warn three men.
Crown-Sergeant Sirdar Khan will warn three men.
P.-cs. Bailey, Nicoll and Guimaraes will report themselves.
Inspector Wong will warn three men to take admission money and three men for programmes.

F. C. JENKIN,
D. S. P. (Reserve).

Twenty-seven shops out of a row of thirty-three on the promenade of Douglas, Isle of Man, are empty this season. The ordinary amusements of the town have ceased to be.

AN ORGANIZED NATION.

NATIONAL SERVICE.

ITS MEANING AND NECESSITY.

Mr. L. S. Amery, M.P., writes to *The Times*:—At this critical moment, when the whole nation is looking for a clear lead and for decisive action, our rulers are still resolved, apparently, to wait and see what may turn up, and how Press and platform controversy on the vital question of National Service may develop. It is deplorable that this should be so. But as it is, it becomes the clear duty of those who are convinced that nothing but the prompt enforcement of National Service in this country can now ensure the success of the Allied cause, to state their case.

Let me first state clearly what that case is. It is not that universal military service in itself is more efficient, less costly, fairer, and more truly democratic than voluntary service, and ought once more, as in past centuries, to become a normal feature in our national life. Many of us may think so, and be prepared to defend that view when the proper time comes. But that is not our case to-day, and arguments against that case, and in favour of voluntaryism as a general principle, are for the moment irrelevant. Our case is simply this: if our Government is prepared at once to make use of the whole manhood of this country and systematically organize it for the purposes of this war, we can still make certain of victory; if not, we shall most certainly drift to defeat or to a scarcely less disastrous stalemate.

It is no use blinking the facts of the military situation. The position of the Russian Army is grave, and even if the stubborn valour of its rearguards enables it, as we trust, to get away comparatively intact, it would be idle to build hopes on the idea of an effective return to the offensive for many months to come. Elsewhere nothing suggests the likelihood of the forces now available, or in prospect, on the Allied side being able, either this year or next, to break down the enemy's resistance and achieve a conclusive result. For that there will be required an additional effort, an additional output of military striking power which, pudging by the experiences of the war hitherto, cannot be estimated at much less than an extra 50 divisions. And by that is meant not merely men to the number of 1,000,000, with another 1,000,000 in reserve to replace their casualties, but all that immense complex of guns and howitzers, trench mortars and machine guns, arms, ammunition, and equipment of all sorts, without which the bravest troops are powerless.

We alone of the Allies are in a position to create such a force. We alone have both the margin of unused men to train and put in the field and the industrial power to equip them. But even we can only do so if we take immediate action on a comprehensive plan, decide what men we shall take for the field and what men we shall allot to the task of equipment, in what instalments, and when we shall call them out—in other words, if we enforce National Service. Voluntary enlistment can never provide the additional force required. Thanks to Lord Kitchener's driving power, and to the strength of unorganised patriotism in this country, it has provided an Army which might have sufficed for any struggle less gigantic than the present. But the most that anyone can hope from it now is that it should keep that Army up to strength during the coming year.

We must decide at once, for unless the additional output of munitions, over and above all that has been ordered already, is ordered and put in hand immediately, there is not the slightest chance of putting the force required into the field next summer. Moreover, there are moral reasons no less cogent than business ones for a prompt decision. Are we to leave France and Russia to face the coming winter with no assurance that a supreme effort to secure victory will be made next year? If stalemate is the only prospect, why should our Allies double and treble the sacrifice of blood and treasure they have already made rather than consider the terms Germany will always be ready to offer them for standing aside and leaving her a free hand to deal with us? Can we afford to give even the the faintest shadow of justification to the German taunt that we mean to fight to the last drop of French blood?

THE OBJECTIONS STATED.

What is the objection to the demand for national organization for war? It takes two forms. On the one hand there are those who object to National Service because it is "Prussian," or "against the genius of our people," or for some similar reason, or who declare that some class or section of the community will object to it, and that it would be a fatal mistake to break up the happy unity which now subsists in all ranks of the nation. But this objection has no validity except upon the assumption that National Service is not really essential to secure victory. For would anyone suggest that National Service would be worse than failure to defeat Germany, or that it is better to drift with a united front to disaster than to make sure of victory at the cost of discussion?

On the other hand, there is the line of argument which asserts that our circumstances and the function which we have to fulfil in this war are peculiar; that our special task is to produce munitions for the Alliance, and to maintain that export trade which not only buys our own food, but also finances the purchase of foreign munitions for the whole Alliance, and that we can only raise a large additional force by withdrawing men from occupations in which they are already rendering the maximum of service to the common cause. The argument sounds plausible, and deserves respectful consideration. But is it not really an argument against compulsory service as such, but only against using compulsion to take more men from certain industries than those industries can spare. But no one proposes to do that. On the contrary, it is one of the chief advantages of compulsory service that it would, on the one hand, put a stop to that indiscriminate recruiting which has already interfered so seriously with the production of munitions, and, on the other, would provide the Ministry of Munitions as well as the War Office with a definite scheme to work to.

It is precisely in the matter of munitions that the voluntary system has failed most signally. It is obvious that if we had had any system of universal service, however rudimentary, before the war, we should have been compelled to provide uniforms, rifles, and guns for the men we contemplated mobilizing under that system. Even if universal service had only been decided upon after the outbreak of the war there would at once have been a scramble to work in the matter of equipment and munitions. Plant would have been ordered and laid down on that scale, workers in the industries affected would have been wholly or partially exempted from enlistment, and we should long ago have been reaping the fruit of prompt decisions and proper method. As it was, we lost months waiting to find out more or less what sized Army voluntary recruiting was going to give us before we really faced the problem of providing it with munitions. And when we did we found that tens of thousands of the men who should have been kept to make the munitions had disappeared into the ranks of the Army, which, under the uncertainty of voluntary service, was none too willing to surrender anyone it had once secured. It would be absurd to blame Lord Kitchener or his subordinates for what was after all the inevitable result of the system under which they worked. But we cannot afford to repeat the same mistake in our arrangements for the coming year.

KNOWLEDGE VERSUS CONFUSION.

Compulsory service is efficient because it is based on knowledge. The number of men available is known and all arrangements can be made with promptitude and certainly. The men are always available and therefore need not be called upon till they are wanted. Voluntary service means enlisting men when you do not want them and cannot arm them for fear that when you do want them you may not be able to get them. In other words, it means more interference with industry and more hardship to individuals. Further, while compulsory service selects men from the industries where they can be spared, the moral pressure of voluntary recruiting works indiscriminately. The recruiting agents are not out to protect industry, but to get recruits. It is difficult to make any satisfactory arrangements between recruiters and employers, and no such arrangements can prevent the indirect pressure of posters, street-corner comments, and other forms of social persecution which have driven into the ranks many men who would have been more usefully occupied in the factory and who were well aware of it. Nor can it be said that voluntary service has, at any rate, secured the best men from the military point of view. It has had to select, not from the whole manhood of the nation, but from a portion. There has been enormous waste in enlisting and withdrawing from industry men who were never fit for the hardships of military life and who have had to be cast since, to find employment again as best they might.

All these disadvantages of voluntaryism will be aggravated in the future. The unfair pressure will increase in intensity; industry will continue losing, not the men who can best be spared, but the men who are most easily influenced. The physical standards will go on being lowered and the consequent waste increased. And in the end it may still be necessary to resort to compulsion in its most invidious form, compulsion robbed of its aspect as universal service, no longer representing order, method, consideration for industry and fairness, but just the coercion of unwilling men when persuasion has finally failed.

PERSIAN GULF FIGHTING.

SEVERAL GUNBOATS SUNK.

A wounded officer gives an interesting account of early operations in the Persian Gulf:—

"I received my baptism of fire," he said, "in an affair which took place on what is recognized by popular opinion as the original site of the Garden of Eden, namely, the junction of the Euphrates and the Tigris. If, in the old days, the country and conditions generally in the vicinity of the Garden were anything like they are at present, then I shall never blame Eve for being tempted—if it was only to get out of it.

"The Turks were entrenched on a number of little hills about 2,000 yards away, and could only be reached by boats owing to the Euphrates and Tigris overflow, which puts all the surrounding country for miles under water for about six months every year. Our artillery arrangements had been made on a grand scale, and batteries of heavy howitzers had been nicely placed at various points on the outskirts of the Garden. Small barges had been fitted with small guns and towed to positions in the date groves.

"The regatta began at daylight, on a beautiful Monday morning. The shore batteries let go a few shells by way of a feeler. Later there was a chorus of heavy guns, which poured a continuous fire over the mole-hills of the Turks. Bless my soul, it was a grand scene, and from my mast I had a perfect view. The bombardment, after lasting for a good while, suddenly ceased, in order to permit the advance of our infantry. The next scene was most impressive.

"It was a beautiful sight to watch our ships heave up their anchors and steam gradually ahead to get within range to use their machine-guns to cover the landing of the troops. From this you would imagine that the Turks had been fast asleep. They were not, as a matter of fact; but shortly afterwards we had put a good few amongst the angels. Our infantry made a successful landing, and after half an hour's set-to the position was won. The Turks surrendered in hundreds, and I never saw so many white flags in my life.

"Several other useful positions were taken in similar fashion. A large number of barges containing arms and ammunition were captured, and we had so many prisoners that we were unable to accommodate them. We sank three or four Turkish gunboats and torpedoed a transport.

GOLD IN HEILUNGKIANG.

CONTROLLED BY THE GOLD MINING BUREAU

Gold deposits are to be found in many provinces throughout China, says the *Peking Daily News*, but according to a recent report the gold veins in the province of Heilungkiang have been proved to be the richest, covering an area of some thousands of li. In order to carry out the exploitation more effectively the Government has established a Gold Mining Bureau in the Metroplitan City, but so far without much progress. The latest and probably the most significant movement taken by the Bureau is the establishment of a branch gold mining bureau in Heilungkiang after a thorough inspection of the gold mines in the province by Mr. Liu Wen-feng, a mining expert. By a recent Mandate of the President, M. Chu Tsao-yi, the Ex-Financial Commissioners of Fukien, has been appointed the Chief of the Gold Mining Bureau of Heilungkiang, and Mr. Liu Wen-feng, the mining expert, has been appointed superintendent of the gold mining plants of the province.

At present there are altogether five mining plants in this gold producing district, four of which have been established by the Government under the names of Mo Ho plant, Koo Ma plant, Kuan Tu plant, and Chi Kien plant respectively. Another plant under the title of Yu Ching Kou is a joint establishment of the Government and merchants. Some scores of thousands of excavators are working in these mines, but only something over 100,000 ounces of pure gold are produced every year. Deducting the wages, salaries and all the other expenses in connection with these plants, the net profit gained annually is only about $400,000.

THE CAUSES OF UNDEVELOPMENT.

In the opinion of the Superintendent Liu, the fact that these are not properly developed might be attributed to the following causes: (1) The use of crude methods, (2) the lack of machinery, (3) unsystematic attempts, (4) many mines are abandoned before being sufficiently proved and the miners shifted about too frequently, (5) poor management and the lack of faithfulness on the part of the mining Commissioners, as a result of which gold ore has frequently and secretly been sold by the miners to the Russians at extremely low price.

SOME REMEDIES TO BE INTRODUCED.

Some suggestions made by chief Chu Tsao-yi of the Gold Mining Bureau for the reform of the mining enterprise carried on in Heilunghiang are as follows: (1) Strict care should be exercised to prevent the illicit export of gold to alien countries, (2) anybody to be allowed to open mines with his own resource, if he can find gold veins in new fields, but he has to pay tax according to the mining law, (3) in the work of the existing mines modern methods should be introduced, (4) facilities of transportation should be fostered for the conveyance of provisions to the miners from the market and the carrying away of the earth from which the gold has been extracted, (5) the miners should be better treated so, that they will work more faithfully and many ill-practices be avoided.

The office of the Gold Mining Bureau is now located at the Black River which is the centre of the mining area.

MISSIONARIES REWARDED BY PRESIDENT YUAN.

The Chiang Chun of Kansu has submitted to the President the following memorial requesting that certain Missionary Doctors at Lintanhsien, who gave medical attendance to wounded soldiers during the late "White Wolf" trouble, be rewarded, etc.:—

On a report of the Magistrate of Lintanhsien, it is stated that during the "White Wolf" trouble the people of his district suffered more than the inhabitants of any other district. Fortunately two American and British missionaries, Ko Shen-wu and Te Wen-hua, were at hand to heal and give medical advice to the wounded soldiers and people. As Ting Ping-heng, the English Missionary at Tienshuihsien, has already been granted medals for similar services, the present case should also be considered, etc. We have also received a letter from the Missionary doctors through the Magistrate to the effect that "with reference to the healing of the wounded soldiers, we were only following the teaching of our Lord Jesus to love our neighbours. It is our duty to do our best for the sick and wounded, and we do not expect any reward for our services. However, we wish to point out that all matters were carried out directly by Mr. Lu Cheng-chang, and we were only his assistants." The Magistrate in his report further says that "these missionaries are indeed men of most noble character, as they have devoted their whole magnanimous mind to the salvation of mankind, and have not boasted of their great services to the people. Therefore it is hereby suggested that they together with Lu Cheng-chang be rewarded."

Last year at our request Ting Ping-heng, a British Missionary of the Church of Tienshuihsien, who healed and attended to many wounded soldiers, was given a second class silver medal. Now according to the list submitted by the said Magistrate, Ko Shen-wu, Te hen-hua and Lu Cheng-chang, missionaries in Lintanhsien, healed more than 40 wounded soldiers, excluding many others whose names cannot now be recalled. We hereby recommend that they be adequately rewarded for their noble deeds."

The President's Reply: Medals are hereby given as requested, and the Ministries of Foreign Affairs and War are to take note of the above.

What must surely have been a unique wedding took place in a Cambridgeshire village recently. The bride was a twin, two of the bridesmaids were twins, and the name of the bridegroom was Twin, so that the twin bride now rejoices in the name of "Mrs. Twin!" Miss Twin, a sister of the bridegroom, was one of the bridesmaids, and his brother, Mr. Arthur Twin, was best man.

THE SINKING OF A LAUNCH.

ENQUIRY AT THE MAGISTRACY.

The drowning of two Chinese, who were passengers on the steam launch *Sui Fong*, was the subject of an enquiry by Mr. Wood, at the Magistracy yesterday.

Mr. T. H. King, Assistant Superintendent of Police, appeared on behalf of the Police, and Mr. Dixon (Messrs. Wilkinson & Grist) represented the owners. Lieut. Davey, R.N.R., Assistant Harbour Master, accompanied Mr. Wood on the Bench.

Yiu Shui Chi, the owner of launch was first called. Answering Mr. Dixon, witness said that at the time of the accident the launch was in a good state of repair. A few days before the accident the launch had come out of the Taikoo Dock after overhauling.

When the coxwain of the launch was called Mr. Wood inquired of Mr. King whether the police held him to blame for the accident; if so he would caution him.

Mr. King replied that so far as he was aware no blame was attached to him.

Giving evidence, the coxwain said he was responsible for the crew but not for the cargo. On the day of the accident they tied up at the wharf at 6 p.m. and the launch appeared to be in quite good condition. After the launch had been tied up he denied that he went ashore. About 11 p.m., while aboard, he had a conversation with the compradore, telling him that the launch had 700 piculs of cargo aboard and that he should stop any more coming on, as the launch generally carried cargo which would leave the gunwale about five Chinese inches above water; he could not say how many piculs. There was not a load-line on the ship; he just judged the cargo by the five Chinese inches. The compradore told him that he (the compradore) was responsible for the cargo.

In reply to Mr. King the coxwain said he had not previously spoken to the compradore with reference to the load of cargo.

Mr. King then remarked that what the coxwain said then did not agree with what he had previously told the police.

Mr. Wood told the witness that he had told a Police Inspector that two days before the accident he had complained to the compradore about the cargo; and he now denied this.

Witness said that this had reference to the same cargo.

Answering Mr. Wood the witness said he told the compradore that he would not sail if any more cargo than the 700 piculs was put aboard. He added that about eight or ten passengers were aboard at the time and the crew numbered about thirty. About 4 a.m. on the 18th he was awakened by the boat listing to port and he called up the crew to trim the cargo on the lower deck.

By Mr. King—No cargo was taken on between the time he spoke to the compradore at 11 p.m. and when the boat listed at 4 a.m. When he gave instructions to trim the cargo there was a large number of passengers on board. About 5.15 a.m. he saw water coming into the launch, and at this, and seeing that the boat was about to sink, he told the passengers to get away. He did not know how many people were precipitated into the water when the launch went down. He gave orders for an extra rope to be run out, but the crew had no time to do this.

Mr. King—To what do you attribute the fact of the launch going down in this way?—To the number of passengers and coolies who came on board.

Do you think the launch had too much cargo on board for safety purposes?—It was the passengers and coolies who did it.

Mr. King remarked that it was evident that there was an unusual amount of traffic on the launch, owing to the fact that no other launches were leaving that day on the same journey.

After further evidence, the hearing was adjourned.

CUSTOMS CHANGES.

NEW ARRANGEMENTS AT TSINGTAO.

A great change has taken place in the posts of Tsingtao and Dairen Customs as a result of the re-opening of the former. Commissioner Massaki Tachibana of Dairen Customs has been appointed to take charge of Tsingtao Customs, his former post being filled by Mr. Ehara of Dairen Customs. At the same time Mr. Otaki in the same Customs has been promoted Vice-Commissioner. The Vice-Commissioner of Tsingtao Customs will be also appointed from Japan.

In addition there are 40 Japanese in the Tsingtao Customs service, to which ten more Japanese will be added by Inspector-General Aglen. The examination for the service will be held by a delegate of the Chinese Maritime Customs with the assistance of Minister Hioki in Tokyo in the early part of next month for convenience sake. The candidates will be chosen from graduates of the Imperial Universities and High Commercial Schools. The successful candidates will get 125 taels a month salary.—*Peking Daily News.*

INTIMATIONS

LANE, CRAWFORD & Co.

PARCELS.

for the

Expeditionary Forces in France.

The Mediterranean and The North Sea.

FOOD DELICACIES. SMOKING REQUISITES.
CAMP COMFORTS.

"ACTIVE SERVICE" PARCELS.

These Parcels are very popular at the Front and also with the Prisoners of War being of varied interest and made up of acceptable commodities:—

1 tin Biscuits.	1 Box Soap.
1 „ Jam.	1 tin Tobacco.
1 „ Cigarettes.	1 „ Marmalade.
1 „ Maggi Consomme.	1 „ Sardines.
1 „ Coffee and Milk	Paper.
Pencil.	Envelopes.

THE ABOVE PARCEL $10

INCLUDING

POSTAGE AND PACKING.

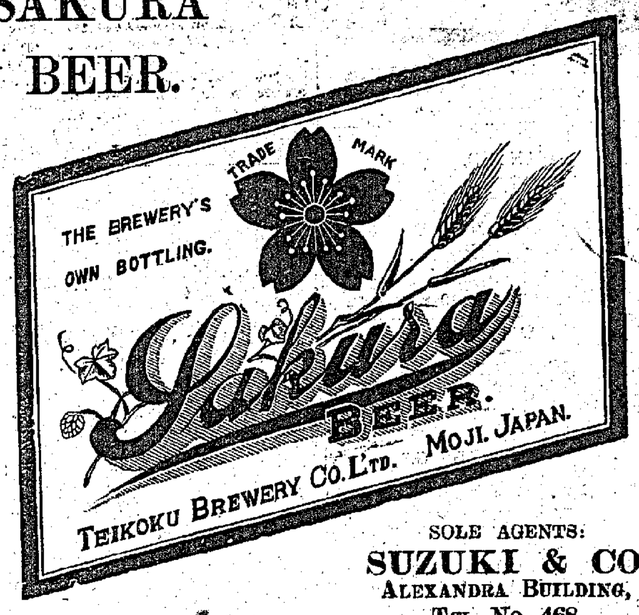
These Parcels can be varied in dozens of different ways.

LANE, CRAWFORD & CO.

THE FINEST HOUSEHOLD STORE IN THE EAST.

[22

SAKURA BEER.



SOLE AGENTS:
SUZUKI & CO.,
ALEXANDRA BUILDING,
TEL. No. 468.

Hongkong, 12th August, 1915. [855

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 4th day of October, 1915, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of Two Lots of CROWN LAND above May Road and at Ship Street respectively, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. on Sale.	Registry No.	Locality.	Boundary Measurements. (Approximate.) N.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.	
			feet	feet	feet		£	$	
1	Inland Lot No. 2139.	Above May Road.	As	per	sale	plan.	20,433 (about)	140	4,686
2	Inland Lot No. 2137, and Inland Lot No. 2003, Ship Street.	South-west of and adjoining	As	per	sale	plan.	1,120 about	50	2,130

Hongkong, 27th September, 1915. [1021

DRINK ALLSOPP'S BRITISH PILSENER BEER.

SOLE AGENTS:

CALDBECK, MACGREGOR & C.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

[48

NEW ADVERTISEMENTS

G. R.

SANITARY BOARD OFFICE,
HONGKONG.

To the
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this Notice means that the Houses should be Limewashed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing Walls Limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleansed.

The EASTERN Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the EASTERN and WESTERN Divisions by Nathan Road and a straight line drawn from the North end through the Yaumati service reservoir to the Northern boundary of Kowloon.

Dated this 1st day of October, 1915.

W. BOWEN-ROWLANDS,
Secretary.

[1041

NOTICE OF REMOVAL.

WE have REMOVED our Offices to No. 6, DES VŒUX ROAD CENTRAL (Second Floor), ove the Bank of Canton.

DENNYS & BOWLEY,
Solicitors and Notaries.
Hongkong, 1st October, 1915. [1040

NOTICE OF REMOVAL.

IT IS HEREBY NOTIFIED that we have This Day REMOVED our Office, to the First Floor of QUEEN'S BUILDINGS (south-west corner), with entrance in Chater Road.

BRUNNER, MOND & Co., LTD.
Hongkong, 27th September, 1915. [1019

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTICE.

ON and after 1st October, 1915, the only HONGKONG OFFICE of this Company will be at No. 1, RUSSELL STREET, BOWRINGTON, and all communications should be made to that address.

W. E. ROBERTS,
Secretary.
Hongkong, 27th September, 1915. [1020

WANTED.

MERCANTILE ASSISTANT, British preferred, with knowledge of Exports. Capable of taking charge of Coast Port Branch Office. Good salary and prospects.

Reply— "EXPORT,"
Care of "Daily Press" Office.
Hongkong, 29th September, 1915. [1032

WANTED.

A YOUNG PORTUGUESE with knowledge of Office routine seeks employment in a Mercantile Office. Possessing excellent reference.

Please address to—
"WILLING,"
Care of "Daily Press" Office.
Hongkong, 24th September, 1915. [1013

HOSPITALITY.

YOUNG MARRIED COUPLE, Government Service F. M. S., Musical, Sporting, dislike hotel life, want hospitality for ten days around X'mas, when visiting Hongkong. To be reciprocated later. References if required
"HOPI,"
Care of "Daily Press" Office.
Hongkong, 27th September, 1915. [1023

HONGKONG POLICE RESERVE
will hold their third
PROMENADE CONCERT
in the
BOTANICAL GARDENS,
on
SATURDAY, OCTOBER 2ND, 1915,
AT 9 P.M.
Entrance at Main Gate and Albany Gate at 8.30 P.M.

MISS CAMILLE DE CASTRO (Soprano).
MR. A. J. ENGLAND (Bass).
MR. E. E. DE W. ABNEY (Tenor).
ORCHESTRA OF THE HONGKONG POLICE RESERVE.
BAND OF THE 74TH PUNJABIS.
Accompanist:—P.-c. GEORGE GRIMBLE.

ADMISSION 20 CENTS.

Members of the Naval, Military and Police Forces in uniform will not be charged.

[1037

THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 9th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 9th October, 1915, both days inclusive.

By Order,
M. MANUK.
Secretary.
Hongkong, 24th September, 1915. [1014

INTIMATIONS

GOVERNMENT OF THE PROVINCE OF MACAO.

ORDINANCE No. 199.

ACQUISITION OF A MARITIME DREDGER.

TAKING into consideration the growing difficulties of access to the inner harbour due to the constant silting up of the roadstead channel, the depths to which the dredging is proposed to be carried, the nature of the mud to be removed, the circumstances of weather and sea in the places of operation and also the urgency of doing the necessary dredging, the Governor of the Province of Macao, duly authorized by His Excellency the Minister for the Colonies, having heard the Harbour Administration Board, orders as follows:—

1. Within the period of 120 days from the date of Publication of this Ordinance in the *Government Gazette*, Tenders will be received for the supply of ONE MARITIME SELF-PROPELLING DREDGER, of STEEL HULL, for the use of the Macao Harbour Works.

2. The Tenders must be sent to Macao in a sealed cover, addressed to the Governor of the Province, President of the Harbour Administration Board, not later than 3 P.M. of the 8th January, 1916, and made out in accordance with the conditions stated below and which are also on view in the Harbour Master's Office, Macao, in the Portuguese Consulates in Hongkong, Shanghai, Kobe, the United States and the Dominion of Canada.

3. In the acquisition of the above Maritime Dredger, the conditions annexed to this Ordinance, and forming an integral part thereof, shall be observed.

Macao, Government House, 10th September, 1915.

(Signed) JOSÉ CARLOS DA MAIA,
Governor of the Province of Macao.

Conditions for the above Dredger can be seen at the Portuguese Consulate at the hours of 10-12 NOON and 3-5 P.M.

[1033

CHINESE IMPERIAL GOVERNMENT 7% SILVER LOAN OF 1898, £.

58TH HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be Payable at the Offices of the Corporation on and after the 30th September, 1915.

List of Drawn Bonds can be obtained on application to the Undersigned.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
N. J. STABB,
Chief Manager.
Hongkong, 30th September, 1915. [1036

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on MONDAY, 4th October, 1915, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing office-bearers for the ensuing year, etc.

R. HENDERSON,
Acting Hon. Secretary.
Hongkong, 28th September, 1915. [1026

FRENCH CONVENT BAZAAR.

THE FRENCH CONVENT ANNUAL BAZAAR will take place on WEDNESDAY, 6th October, in the New Convent at Causeway Bay. One Part of the establishment being Completed, LADY MAY has kindly consented to Open this part of the building at 10-30 A.M. on the 6th of October, after which she will proceed to open the BAZAAR.

Rev. Mother Superior begs that all good friends and those who have always shown such a kind interest in the work of the Convent will consider this Notice as an invitation and will kindly attend on this occasion.

There will be a great variety of beautiful and useful Work, Underclothing and Fancy Work made by the Orphans, also Small Articles at Moderate Prices, and Toys and Sweets for the Children.

Visitors will have an opportunity of viewing the transformation that the Cotton Mills of Hongkong are undergoing.

No Chits will be taken.

Hongkong, 28th September, 1915. [1029

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the MATRICULATION, SENIOR and JUNIOR LOCAL EXAMINATIONS will be held on the following dates:

DECEMBER 13TH-18TH, 1915.

Arrangements will be made to hold the Examinations at any town where a sufficient number of candidates offer themselves.

Candidates must send in their names to the Registrar, with the fee, not later than October 31st, 1915.

Examination Fee $10.00 (Hongkong Currency).

Forms of Entry and all particulars may be obtained on application to the Registrar, University, Hongkong.

His Excellency the President of the Republic of China has been pleased to endow 5 Scholarships each of the annual value of $400 (Peking Currency), tenable at the University by students of Chinese Nationality who pass the Matriculation Examination. The first of these Scholarships will be awarded on the result of the Examination mentioned above.

Five prizes of $100 each will be awarded to the successful candidates who obtain the highest marks. The winners of the prizes may enter any Faculty but must join the University on January 3rd, 1915.

Holders of the President's Scholarships and winners of prizes must reside in one of the Hostels directly managed by the University.

Hongkong, 28th September, 1915. [1027

FRENCH LESSONS

G. MOUSSION.

13, MORRISON HILL ROAD.

[1011

HOUSES TO LET.

TO LET.

CHELTONDALE, No. 97, THE PEAK Fully Furnished.

Apply—
LINSTEAD & DAVIS.
Hongkong, 23rd September, 1915. [1011

TO LET.

PARTLY FURNISHED for Six Months from 1st November, FLATS in "EWO MESS," No. 8, THE PEAK.

Apply Property Office,
JARDINE, MATHESON & Co., LTD.
Hongkong, 16th September, 1915. [984

TO LET—AT THE PEAK.

FURNISHED or UNFURNISHED, 3, Mountain View.

H. E. POLLOCK,
Princes' Buildings.
Hongkong, 15th September, 1915. [930

TO LET.

NO. 6, LYEEMOON VILLAS. Nos. 1 and 6, TORRES BUILDINGS, Kowloon. Moderate rent. Ready for occupation.

Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 29th September, 1915. [963

TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession.

Apply—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [875

TO LET.

WHOLE or PART SHOP in Chater Road.

Apply—
CLARK & Co., Opticians.
Hongkong, 29th June, 1915. [705

TO LET.

OFFICES in ST. GEORGE'S BUILDING Second Floor, Overlooking Harbour immediate possession.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914 [39

TO LET.

A HOUSE in Knutsford Terrace Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915 [45

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, Immediate possession; and FOUR-ROOMED FLATS in May Road, Hongkong, with possession on or about 15th October next, English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 6th September, 1915. [858

TO LET.

HARPERVILLE, Garden Road, SEVEN ROOMS, Very Large Dining Room, immediate possession, house in excellent order Tennis Court and Garden.

Apply—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [876

TO LET.

FROM 1st October next, OFFICES at 2, Connaught Road, at present in the occupation of Messrs. Dennys & Bowley.

HOUSES in Broadwood Terrace.

HOUSES in CLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

58, THE PEAK "THE RETREAT."

21, WONG-NEI-CHONG ROAD.

GODOWNS, New Praya, Kennedy Town.

GODOWNS, at Wanchai Road.

Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 13th September, 1915 [38

TO LET.
From 1st March.

GODOWN, No. 6, Duddell Street.

Apply— A. B. AVASIA,
Care of E. PARANHY,
No. 1, Duddell Street
Hongkong, 2nd February, 1915. [244

TO LET.

NO. 4, "FAIRVIEW," Nathan Road, Kowloon.
"LEWKNOE," No. 126, THE PEAK.
"HARTING," Austin Road, Kowloon.
"HILLSIDE," No. 110, THE PEAK, 5 Rooms Furnished, from 1st November, 1915.
ONE OFFICE or SHOP in Duddell Street, Ground Floor.
Nos. 1 and 2, COLLEGE GARDENS 6 ROOMS each, from 1st November.
No. 3, "THE ALBANY."
ROOMS, in Duddell Street.
"ROSENEATH," 2, Hankow Rd., Kowloon.
No. 6, BELILIOS TERRACE.
No. 25, BELILIOS TERRACE, with entrance on Conduit Road.
ONE GODOWN, No. 8, Burrows Street, Wanchai.
TWO GODOWNS, in Duddell Street.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).
No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).
No. 59, THE PEAK (5 CAMERON VILLAS.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 22nd September, 1915 [43

INTIMATION

A clear, clean healthy skin means a good complexion.

WATSON'S SULFOCREME

Banishes all pimples, eczema, spots, and other blemishes.

Allays itching and prickly heat instantly.

Gentlemen will find it a wonderfully soothing application after shaving.

SOLD IN BOTTLES AT 60 CTS. AND $1.00.

Prepared only by

A. S. WATSON & CO., LTD.,

HONGKONG AND CHINA.

[13

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 1ST, 1915.

CHINA'S NEED OF A CONSTABULARY FORCE.

"WE have received a memorial from the Governor of Kweichow stating that as the frontiers of that province border on the districts of Hunan, Kwangsi, Yunnan and Szechuan, the influence of *tufei* and bad characters in the frontier regions is very great. Of late many people have been deprived of their occupation on account of constant drought, floods and other natural calamities. Reports have come in from various districts of the daily occurrence of robbery and murder. In some instances whole villages have been looted and burnt, officials beaten, prisons broken open, and opium openly transported. As the troops are engaged in national defence work, they have not been able to proceed to various localities to afford protection to the helpless inhabitants. Local officials, having no soldiers at their disposal, cannot do anything to suppress these *tufei*. Thieves and robbers have muliplied rapidly, molesting the inhabitants everywhere. Judging from present conditions it is imperative that the method in vogue in Fukien and Hupeh should be introduced, and while leaving the national defence work to the regular troops, a precautionary force should be organized." The foregoing extract is taken from a joint memorial recently presented to the PRESIDENT by the Minister of the Interior and the Minister of Finance. It deals with a problem of considerable magnitude in China. The army which is euphemistically described in the foregoing extract as "engaged in national defence work" has become one of considerable proportions since the Revolution; though the "national defence work" they perform in China is not very obvious to the foreign observer or to the Chinese taxpayer. Mr. PUTNAM WEALE in a very interesting analysis of the general situation in China recently referred to the Army as the one serious evil of the day, and urged that in order to strengthen the Central Government and to secure permanence for the life of the State the first thing to do is to weaken it. With the exception of the model Peking Field Force, which President YUAN SHIH KAI is so ably creating, he suggested that all recruiting should be absolutely stopped, and for every soldier who is eliminated one policeman should be enrolled. The memorial of the Governor of Kweichow is evidence that a well-trained constabulary is undoubtedly a crying need. Mr. PUTNAM WEALE urged that if the constabulary of China were steadily increased until it numbered at least a quarter of a million trained men, trained to the meaning of law and order as well as the use of arms, the four hundred millions of China would have far less to fear, and agitations would be unnecessary. There are already probably, he wrote, no less than one hundred thousand police distributed throughout the cities. "Everywere they are spoken of by foreign observers in terms of praise. If a Supreme Constabulary Commission were created in Peking to secure uniformity in training and methods, it would not be long before Mounted Police could be introduced throughout the country districts attached to magistrate's yamens, doing away with the necessity of those scattered provincial garrisons which are incompetent to control even petty brigandage and which are a constant menace to the lives and property of the people. The gradual turning of the Northern occupation corps in the provinces into fortress-troops, assigned to definite positions, and unable to leave those positions, would vastly modify the position in provincial capitals." Mr. PUTNAM WEALE'S analysis of the general position appears to be receiving much attention from thoughtful Chinese in the capital, but we doubt if his advice in regard to the supersession of the army by a constabulary, excellent though it is, stands the smallest chance of being accepted by the powers-that-be in China, though, as the opening lines of this article show, indications are not wanting that in some provinces, at least, the desirability of such a change has already been recognised by the local authorities. It will be recalled that some months ago a report obtained currency throughout the world that the Chinese Government was intending to organise a system of gendarmerie to suppress brigandage and that Colonel HJALMARSON, of the Swedish Army, who organised the force of gendarmerie in Persia, would probably be invited to undertake the task. This statement, however, appears to have somewhat exaggerated the facts. It is true that Colonel HJALMARSON came to Peking, but it was at the invitation of the provincial Government of Honan, the chief sphere of the operations of the "WHITE WOLF." It has been stated that the COLONEL'S report "apparently pleased those with whom he discussed the matter, but the financial condition of the province does not permit at present of any effect being given to the recommendations of his report, and the Central Government does not, therefore, intend to approach the Swedish Government to ask for the services of Colonel HJALMARSON." If a constabulary is to be trained to the meaning of law and order, a large staff of men competent to train this force will be necessary, and the main obstacle to the adoption of such a scheme *holus bolus* would be, not lack of money, but the rooted objection to giving to foreigners of any nationality too much power and authority in the land. The reform outlined above must come, however, if law and order is ever to be properly maintained in China, and in all probability the change will come gradually, province by province. The sooner the Central and Provincial Governments give their serious attention to this crying need the better will they be consulting the best interests and welfare of the people whom they are appointed to govern.

A mail for Europe *vid* Siberia closes to-morrow at 5 p.m.

Sir Paul and Lady Chater returned to the Colony by the *Mongolia* from a holiday in Japan.

The Cape D'Aguilar wireless station was temporarily out of working order yesterday, but was able to transmit messages last night.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

St. Stephen's College	$100.00
Californian Dealers Guild	100.00
Cotton Yarn Dealers Guild	100.00
Gold Leaf Dealers Guild	75.00
Tea Shops Guild	25.50

TROOPS AT THE FRONT.

URGENT APPEAL FOR COMFORTS.

Lady May makes a special appeal to the women of Hongkong, on behalf of the troops who have gone and are going to the front from Hongkong for 200 pairs of knee caps, and 200 sleeping caps to be sent to her at Government House by Monday, October 11th.

The quantity is large and the time allowed is short, but Lady May is confident that the women of Hongkong can do it.

Wool and instructions can be obtained daily at the City Hall between the hours of 10 and 12.30, and 2.30 and 6.30, and from Mrs. Pope, St. Andrew's Vicarage, Kowloon; and also at the Peak Club. The wool is given free; all that is asked for is the knitting.

KNITTING INSTRUCTIONS.

We are asked to publish the following instructions:—

Knee-cap or foot-less hose—Four needles, No. 10 or 12; 2 skeins 4 or 5 ply wool; cast on 85 stitches; knit in any rib for 15 inches, *i.e.* 150 rows; cast off loosely.

Sleeping cap—Four needles, No. 10 or 12; 2 skeins 4 or 5 ply wool; cast on 110 stitches; knit in rib of plain and 2 purl for 3 inches; knit plain for 4 inches; decrease; knit each 19th and 20th stitch together; knit one plain round; knit each 18th and 19th stitch together; knit one plain round; knit each 17th and 18th stitch together; decrease in this manner to 25 stitches; run a thread through these and fasten securely.

SHAMEEN MUNICIPAL COUNCIL.

The following minutes of Committee meeting held on 23th July and 8th September, have been forwarded for publication:—

Present: Messrs. O. V. Lanning (Chairman) F. W. Carey, A. V. Hogg, G. C. Kitching and H. Sutton.

ACCOUNTS.

An amount of $10,000 has been transferred to the credit of the Waterworks account.

TENNIS COURTS, CENTRAL AVENUE.

The CHAIRMAN said that the Board of Works, Shanghai, had agreed to the construction of two tennis courts under certain stipulations.

As the British-American Tobacco Co., Ltd., have raised strong objections to making a court in front of their premises, the project of having one there has been given up temporarily but one court will be laid out in front of Loxley & Co.'s premises.

PROPOSED NEW ROAD.

A plan of a proposed road from Blackhead & Co.'s to the Dairy Farm was submitted and it was decided to get two estimates, one for a road similar to the existing road in front of Victoria Hotel and one for a road 10 feet wide.

BUND SEATS.

It was decided to build a seat round one of the trees near the children's playground for amahs, etc.

THE FLOOD.

The CHAIRMAN stated that the concession had been satisfactorily cleaned up, but there was great difficulty in cleaning out drains having 9-inch pipes leading into the river and it was thought advisable to do away with them and leave an open drain.

Thanks are due to the Standard Oil Co. of New York for lending us the *Comet* and the *Eagle* to clean out drains and also Mr. H. F. Merrill for lending Tidewaiter Ross to assist in carrying out sanitary measures.

It was decided to ask Messrs. Thomas, Adams and Wood to put a granite pillar in the cross avenue between the Chartered Bank and the British Consulate to mark the height of the flood, cost not to exceed $20.

AMBULANCE WANTED.

A letter from the Medical Officer of Health was read suggesting that the Council should obtain a proper ambulance as one was urgently needed. It was decided to write to the Principal Medical Officer, and ask if they could spare us one and what would be the probable cost of same.

SHING KEE DAIRY FARM.

The Medical Officer of Health has sent in a report on the working of the Dairy Farm which states that he found the premises clean and well ventilated, milk bottles clean and well scoured and the whole in a satisfactory sanitary condition.

ASSESSMENT COMMITTEE.

Mr. H. Staples Smith is to be asked to join the assessment committee in the place of Mr. Stanton.

CHINESE FAMILIES ON CONCESSION.

Mr. Hogg drew attention to the large number of women and children living on the Concession and it was proposed that Messrs. Hogg and Sutton draw up a bye-law and submit it to H.B.M. Consul-General.

SWIMMING BATH CLUB.

It was decided to charge the club $500 for water for the year.

THE WAR.

THE GREAT ALLIED ADVANCE.

BRILLIANT WORK OF NEW ARMY.

SANGUINARY HAND-TO-HAND FIGHTING.

HUGE CAPTURES OF GERMANS.

ENEMY ACTIVE ON RUSSIAN FRONT.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE ANGLO-FRENCH OFFENSIVE.

GLORIOUS BRITISH CHARGE.

GRIM WORK AT HILL 70.

LONDON, September 30th.

Reuter's correspondent at Headquarters, writing on the 28th inst., states that the first glorious charge of the British from the Vermelles trenches on Saturday morning carried them right through the village of Loos to the summit of and beyond Hill 70. The men left the trenches at 6.30 when the sun had risen sufficiently to make the enemy's parapet clearly visible. Officers stood with watches in their hands impatiently waiting for the minute when the batteries in the rear would lengthen their range, and the men with bayonets fixed and landers ready to swarm up the parapets lengthwise. A whistle was sounded, and the troops rushed off in an irresistible manner. They carried the enemy's first and second lines within an hour, and by eight the whole unit in question was streaming through the streets of Loos.

IRRESISTIBLE DASH.

The Colonel of one Regiment followed his men over the parapet, and when he reached the first of the enemy's trenches was astonished to find no trace of the attacking companies. The Colonel crossed the trench, and entered the second line, where he caught sight of his men dashing through Loos village itself, which was protected by a triple line of wire of extraordinary thickness and strength the barbes being nearly an inch long. The first two lines were destroyed by the artillery, but the third stood still and had to be cut by the men standing up fully exposed to fire. The German dead were piled four deep in some of the trenches. In the village bayonet and bomb work was in full swing in the winding streets. Many of the cellars contained Germans, and our bombers, dashing into the houses, pulled up the flags of the cellars and dropped their bombs. Hidden machine-guns were discovered in several places and had to be routed out.

A BRAVE GERMAN OFFICER.

The Commander of one battalion was sheltered with signallers in a solidly built house from the German shells, but was soon surprised by a rain of projectiles. It was found after a search that there were two super-imposed dugouts in the vicinity, and in the nethermost was a German officer with a telephone, busily directing a battery miles in the rear. Despite the British occupation he had bravely remained at his post, and learning that an officer of importance was in the vicinity he ordered the house to be shelled. Hundreds of dead and wounded were found lying among the debris of the houses, and the church was a mere shapeless mass of bricks. Everywhere there were fortified machine-gun emplacements, especially in the cemetery, and field-guns were found in cemented entrenchments. A few of the French inhabitants were still alive, they being mostly women.

[THROUGH REUTER'S AGENCY.]

THE LAST RUSH.

The last rush of the attackers carried the summit of Hill 70, and half a mile east of the village. Some went beyond till checked by a powerful earthwork defence. The enemies batteries are now concentrating on the Hill, and the attackers have been ordered to entrench a hundred yards from the summit. Fierce fighting continued all round the Hill on Sunday and Monday.

The New Army Battalions were conspicuous in the attack. Men who were inexperienced in real fighting advanced in a most steady manner under a terrible fire. They hauled the German forts firing from cellars, charged and captured machine-guns firing through the holes of cottage walls, all amid a terrifying din, while the air overhead was thick with bursting shrapnel.

SANGUINARY HAND-TO-HAND FIGHTING.

LONDON, September 30th.

Tempestuous weather is rendering the operations most difficult. The Crown Prince's attack was as furious as any in the war. The French parapets were melted away by the furious bombardment. Then began gushes of liquid fire, but the French stood firm and poured sheets of lead at the advancing Germans. Then there was bloody hand-to-hand fighting. The Frenchmen were almost buried in masses of Germans, but the reserves, not heeding the gas sheets, made the enemy waver. Eventually the Germans returned to their own trenches, and were prevented bringing up supports by the French guns.

ALL NEW POSITIONS MAINTAINED.

PARIS, September 30th.
1.35 a.m.

A *communiqué* states that fighting has continued all day on the heights between Souchez and Vimy. We have maintained all the new captured positions. There is still violent fighting in Champagne before the enemy's rear positions.

With the object of reducing the salient in north Mesnil, where German fractions are still holding ground, we progressed on the slopes of Tahure Knoll and the outskirts of the village, and also north of Massiges.

THE STRUGGLE IN CHAMPAGNE.

The struggle continues unabated in Champagne. Fresh bodies of Germans surrendered northward of Massiges, totalling 1,000, all taken yesterday in this one sector.

Progress eastward of Souchez was made last night until Hill 140, the highest of the Vimy Hills was reached, and the orchards south thereof. Three hundred unwounded Prussian guardsmen were captured here.

GERMAN LOSSES EQUAL TO THREE ARMY CORPS.

PARIS, September 29th.

The introduction to a *communiqué* says:—"The Germans have not only been forced to abandon along an extended front positions strongly entrenched and which they had orders to resist to the end, but the sustained losses exceed the strength of three Army Corps."

There have already passed through Chalons 17,055 prisoners including 316 officers.

A *communiqué* says the German losses in Artois and Champagne are now over 120,000.

The total prisoners number over 23,000 and 79 guns have been captured.

[THROUGH REUTER'S AGENCY.]

A VIEW OF THE BATTLE OF LOOS.

LONDON, September 29th.

Reuter's correspondent at the British Headquarters in a letter, dated September 27th, says the bombardment preceding the attack was so terrific and concentrated that it was impossible to distinguish the separate detonations. It sounded like a single tremendous machine-gun. People sleeping thirty and forty miles distant were awakened by the reverberations. The weather was unfavourable at the outset, but cleared up at midnight. The morning of Saturday broke dull, but it was fine, good fighting weather.

Captured officers with whom the correspondent conversed admitted that though they expected an attack it was a surprise when it came. One states that practically his whole regiment was taken because the regiment on its left was almost destroyed.

Many of the enemy were discovered hiding in cellars.

Loos, a mining township, before the war had a population of 10,000. It was curious to discover a number of civilians at Loos alive. They welcomed the conquerors.

"The weather to-day was overcast with pouring rain in the afternoon. From an eminence south of La Bassee I had a splendid view of the battlefield. In the foreground were the miners' red-roofed cottages amid the slag heaps. A prominent features was the famous 'Tower Bridge of Loos'—a metal colliery structure which the Tommies long desired and now possess. The theatre of the fighting was clearly defined by the red flashes of the guns against the lowering sky. Overhead, aeroplanes were tirelessly watching the enemy's movements. Red Cross cars and munition waggons were ceaselessly passing towards the front. A British observation balloon soaring skyward was lit up by the evening sun. The only sign of life in the fields and villages were the coalpits belching forth smoke, showing that the miners were toiling underground heedless of the palpitating events.

A large share of the success is due to the British aviators employed in gaining information and bombing the German communications southward of Lille. There were 27 fights in the air during the past week and only once was a British machine worsted."

ENEMY BOMBARDMENTS.

The enemy violently bombarded the French positions along the Aisne, in the Vially region. The French guns replied energetically.

Progress has been made in clearing the battlefield and taking stock of the arms and every kind of park and trench material which the enemy abandoned.

ESTIMATED CAPTURES.

LONDON, September 30th.

An unofficial Paris estimate of the captures of Germans is put at over 350 officers and 25,000 men.

GERMAN GENERALS DISMISSED.

AMSTERDAM, September 30th.

The German newspapers state that two Generals have been dismissed owing to the Franco-British successes, and the hope is expressed that General von Hindenberg will be sent to the Western Front.

KAISER IN THE WEST.

AMSTERDAM, September 30th.

A statement in the *Norddeutsche* shows that the Kaiser is now on the Western Front, for it says that on the 24th., accompanied by the Crown Prince he distributed Crosses to the men who had been exposed to especially severe artillery fire.

M. POINCARE CONGRATULATES THE ARMY.

PARIS, September 30th.

M. Poincare, in a message to the Army, congratulates the men on their incomparable ardour and sublime devotion, which had definitely affirmed their superiority over the enemy.

ATTEMPTED ASSASSINATION AT CAIRO.

CAIRO, September 30th.

The assailant of the Minister Fathy Bey has been sentenced to death.

[Fathy Bey was stabbed three times by his assailant, who was an employee in the Finance Ministry.]

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FIERCE ENEMY ONSLAUGHTS.

PETROGRAD, September 30th.

A *communiqué* states that German attacks near Friedrichstadt and Dvinsk were repulsed, but the Russians gave way somewhat south-east of Osmiana, and east of Vilna, while south of Pripet repeated German attacks, strongly reinforced, compelled the Russians to withdraw to the right bank of the Styr. Three enemy attacks at Novoalexinetz failed. There was a desperate engagement on the Styr west of Tarnopol, where the Russians, supported by powerful artillery, captured two lines of trenches.

GUERILLA BANDS OF PEASANTS.

LONDON, September 30th.

The *Morning Post* correspondent at Petrograd states that guerilla bands are appearing in the rear of the Germans, consisting of peasants whose homesteads have been burned, led by Cossacks. Recently a German column of all three arms was surrounded by an insignificant force who had silently crept along the secret paths of the marshes and then raised an alarm on all sides. The Germans became panic stricken and the whole column disappeared in the treacherous morass.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ITALIAN NAVAL DISASTER.

BATTLESHIP NOT SUBMERGED.

ROME, September 29th.

The battleship *Benedetto Brin*, the magazine of which exploded after a fire, is not submerged, though seriously damaged. Several of her guns have already been removed, and arrangements are being made for the removal of her heavy artillery.

GENERAL.

[THROUGH REUTER'S AGENCY.]

IMPORTANT BRITISH SUCCESS IN MESOPOTAMIA.

LONDON, September 29th.

In the House of Commons, Mr. Austen Chamberlain, Under Secretary of State for India, announced an important British success in Mesopotamia. The enemy's position has been carried and the enemy are in full retreat towards Bagdad, the British forces pursuing them.

LABOUR LEADERS AND THE WAR.

MR. ASQUITH AND LORD KITCHENER ATTEND A MEETING.

LONDON, September 29th.

Mr. Asquith and Lord Kitchener unexpectedly attended a joint conference of the Labour organisations in London called to consider the resolutions of the Trade Union Congress held at Bristol on the 7th inst.

The proceedings were private, but a brief official statement says that Mr. Asquith and Lord Kitchener spoke of the Military situation and subsequent conversations with the delegates showed that the speeches had made a deep impression, one saying, "When the men get to comprehend the situation as explained to us, the Germans can gather up their tools."

The *Daily News* says it is understood that Lord Kitchener told the Labour Conference that a great increase in the rate of recruiting was necessary and indicated the methods which it was desirable to employ. The Cabinet has still come to no decision on the question of compulsion.

THE IMPORT DUTIES.

LONDON, September 30th.

In the House of Commons, Mr. Bonar Law, replying to criticisms of the import duties, said that they had not been suggested by any Tariff Reform Ministers, and he believed that they would have been imposed with equal certainly if there were no Unionists in the Cabinet. Indeed, from a Tariff Reform point of view, they were in form contrary to all the principles laid down in the past. Their sole motive was to enforce economy.

[THROUGH REUTER'S AGENCY.]

THE ANGLO-FRENCH LOAN SYNDICATE.

LARGEST OF ITS KIND EVER FORMED.

LONDON, September 30th.

The Anglo-French loan syndicate will be the largest of its kind ever formed in the United States, the membership including Banks, Trust Companies, and individual financiers from the Atlantic to the Pacific. Forty banks in New York alone have signified their intention of joining. The popular character of the support given to the Allies is compared to the reception given to the German loan, which the German bankers, despite frantic appeals to the German-American investor, have been compelled to offer under conditions yielding practically nine per cent.

Mr. Pierpont Morgan's representative has announced that the response to the loan in all parts of the country has been exceedingly gratifying, and promises to be enthusiastic. Any opposition has virtually disappeared.

BULGARIAN AFFAIRS.

NEW CABINET TO BE FORMED.

ATHENS, September 30th.

The King of Bulgaria has requested M. Malinoff, who is a Russophile, to form a Cabinet. It appears that the crisis was caused by the pro-Germans Tontcheff and Bakaloff, who disagreed with M. Radoslavoff, the Premier, when the new situation demanded a less warlike attitude consequent upon the especially determined attitude of Greece.

SIR EDWARD GREY'S SPEECH CAUSES SATISFACTION.

LONDON, September 30th.

It is understood that Sir Edward Grey's speech has caused great satisfaction among Bulgarian diplomatists in London.

NETHERLANDS PROTEST TO GERMANY.

THE HAGUE, September 30th.

The Netherlands Government has sent another serious protest to Germany in regard to Zeppelins violating Dutch neutrality.

INDIA AND THE IMPERIAL CONFERENCE.

LONDON, September 30th.

Mr. Chamberlain, Under Secretary of State for India, replying in the House of Commons to a question put by Sir John Rees, said no decision had yet been taken on the very important subject of the representation of India at the next Imperial Conference, nor can a decision be taken without consultation with the Dominions. But the Viceroy had been authorised to inform the Council that its resolution would receive the most careful consideration of the Government. When the full account of the debate in the Council is available it will no doubt be read with equal interest and sympathy in all parts of His Majesty's Dominions, but the constitution, which is at present fixed by a resolution of the Conference itself, can only be altered with the consent of the Governments represented.

RAILWAYS LIKE MAGIC.

GERMANY ENSURING COMMUNICATIONS IN RUSSIA.

According to the *Münchener Neust-Nachrichten*, says a Central News message, the enemies of Germany are greatly deceived if they think that the German march into Russia is likely to encounter anything like the same difficulties as that of Napoleon.

True, the Russians have destroyed the railways everywhere, but to supply the place of these the Germans have improvised light railways which spring up like magic on the line of march. Then there are the giant automobiles, of which two thousand are plying between the Vistula and the Bug alone.

The number of draught horses provided, too, is so enormous that where the roads are bad four and even six can be harnessed to a load that two would be expected to draw in ordinary places. For crossing the rivers (presumably the smaller ones) the Germans are provided with portable trestle bridges.

So many Austrian school teachers have gone to the front that the Minister of Education has called on pensioned teachers to return to work.

MAIL SERVICE TO JAPAN.

We are informed by the Superintendent of the P. & O. Co. that advices have been received from the Managing Directors that the Company will maintain a fortnightly service to and from Japan by continuing on the majority of the Company's mail steamers from Shanghai to Moji, Kobe and Yokohama.

BRITISH ARMY GYMNASTS.

KING AND QUEEN WITNESS DISPLAYS.

The King last month at Aldershot saw soldiers at play as well as at work, though the play was scientifically designed to make the men better soldiers. With the Queen and Princess Mary and Sir Archbald Hunter his Majesty motored to the gymasium in Queen's avenue. There were gathered the picked gymnasts of the command—hundreds and hundreds of them, for the new Army has absorbed the greater portion of the young athletes of the country.

Drilling as a private in the ranks, Bombardier Wells, the famous boxer, suggested a Greek statue, heroic style; and close to him was a big-chested little man from a bantam battalion, whose movements were a picture of lithe and powerful grace. After some combined movements, taken from the familiar Swedish drill, the men broke up into squads and played all sorts of games which tend to quicken the eye and the muscles.

There was leap-frog; there were short races in which a man had to creep between another's legs; there were glorified forms of "tig" and "puss in the corner." The royal party walked down to see it all at close quarters. The exercise which amused the Queen most was a variation of skipping-rope practice. Twenty men stood in a circle and in the middle was a sergeant with a ball at the end of a long rope. He whirled it round in rings, altering the speed at his own fancy, and each man, as the ball approached him, had to leap in the air and clear the rope.

A startling yell rose from the far end of the field, and up at the double dashed men with fixed bayonets, giving vicious stabs to sacks of straw, both suspended and on the ground, and coming to a halt in a straight panting line at the finish. If one or two of the shouts were such as Queens are not accustomed to hear, that only proves that the men have divined the time-honoured way in which a bayonet charge is made.

KRUPP'S AND BIRMINGHAM.

WHICH WILL DECIDE THE WAR.

Mr. James O'Grady, M.P., who has just returned to London from the trenches in France, told his story to a *Daily Mail* representative.

"Before I came away," he said, "I saw Sir John French, and he gave me a message:—

Tell the people of England that the issue is now between Krupp's and—shall I say?—Birmingham.

And from Sir John French right down to Tommy in the ranks the message is always the same: 'We want more shells, an ample supply. Give us shells, and we are confident of winning.

"Tommy, defending his little patch of trench, has a clear conviction that only shells can see him through to victory. Pelted as he is day after day, he is longing to get out and go for the enemy. But he knows as well as his officers that to send him across to the enemy trenches as things are now would be simply murder. Not until the German spray of death is displaced by high explosives will be have a fair and equal chance. Then he knows he can win every time.

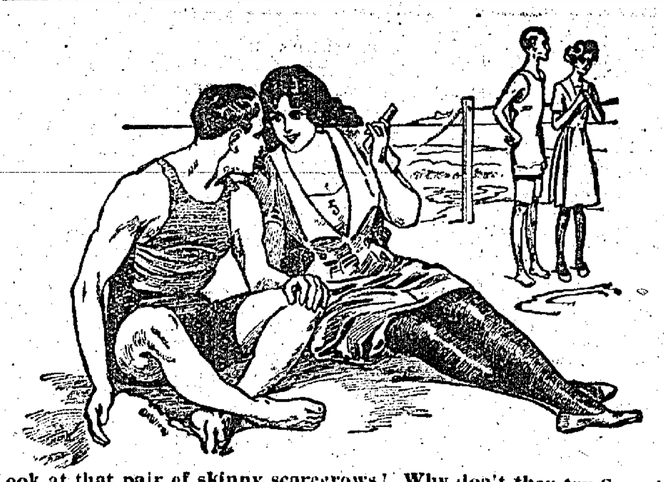
ONLY ONE TROUBLE.

"During my stay in the trenches I found that our soldiers always have a cheery word for a civilian visitor. Old fighters told me that they are now better fed and better cared for than in any previous war. Indeed, this is the general opinion at the front. Privates and officers alike are only concerned with one trouble, and that is shells. They know that if they can bombard the enemy with high explosive for several hours nothing can remain alive, and then our troops can advance with one-tenth of the losses they are suffering at present.

"One thing I was truly thankful to tell our men out there, I told them that the workers at home are now resolved to submit all questions to arbitration, and on no account to strike. With that assurance the troops are looking with even greater confidence to an abundant supply very quickly. Artillery officers asked me to tell the munition workers at home that every extra ten shells turned out above the normal rate means one soldier's life saved.

"With those words in my mind I came upon a pitiable sight. As I walked across the square at Ypres I found near the cathedral a recent grave in the roadway, dug by civilians before they left the city. At its head was a white wooden cross and upon it an inscription: 'R.I.P.—In loving memory of two brave unknown British soldiers.' I wondered whether those poor fellows might have still been safe, if those extra tons had always been turned out.

No one can have been there and passed the simple graves of the French privates, with the soldiers' caps hung on the arms of the cross, without coming home full of sorrow and of intense desire to help. All these men died to keep these horrors away from our homes. I feel it is our bounden duty to slacken nothing in keeping the Army well equipped, more than well supplied, with all they require. I am going to speak up and down the country, to give the message sent home from the front, that there must be shells in abundance if we are to worry through."



"Look at that pair of skinny scarecrows! Why don't they try Sargol?

EXCESSIVE THINNESS.

Doctors Say There Is a Safe Simple Way To Get Fat.

Dr. Armant, the eminent French authority, declares "this is the most successful method of putting on flesh."

Women who find it difficult to dress well on account of bony necks and pin point elbows, also men who are mortified every time they roll up their sleeves or put on a bathing suit will be overjoyed to learn that at last a treatment ahs been discovered which actually puts on flesh.

Medical men as well as chemists of known standing agree in declaring Sargol to be the long-sought missing link which all thin folks lack. The instantaneous success of this new preparation is the wonder of the advertising world. The wiseacres of the advertising profession who have seen patent medicines come and go admit that there "must be something in Sargol."

From the very first the discoverers of Sargol have courted the fullest investigation. They insist that Sargol is not to be classed with patent medicines, for doctors order it frequently.

While Sargol has been analyzed by chemists and pronounced harmless and free from any narcotics or dangerous drugs, its action is yet somewhat of a mystery. Broadly speaking, it seems to have the power to induce most perfect assimilation of food and everyone knows that persons who properly assimilate what they eat are plump, healthy and happy.

At any rate, the test will tell, and every reader who has the misfortune to be from 10 to 30 pounds underweight should try Sargol.

A Gold Medal was awarded Sargol at the Brussels Exposition in 1910, another at Rome in 1911. A. S. Watson & Co., Ltd., Victoria Dispensary, The Pharmacy, Queen's Dispensary, The Edward Dispensary, and all other first-class Chemists in Hongkong have it in stock.

"Don't Worry—Take Sargol."

[709-6

Carlowitz Palmer & Co. The Wine Merchants of the East

NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS!

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from All Wine Merchants. [64



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KEATINGS LOZENGES

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MORRHUOL



Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommanded at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules.

Sold by all Chemists.

79-5

WEATHER REPORT.

On the 30th at 11.10 a.m.—Pressure has decreased moderately over Japan, and increases slightly elsewhere; it remains lowest in the China Sea. Anti-cyclones are situated over N. China and in the Pacific to the east of Japan.

Fresh to strong monsoon will prevail over the northern part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District.	Forecast
Hongkong & Neighbourhood	E. & N.E. winds, moderate to fresh; cloudy generally, some rain.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan.	The same as No. 1.

No Household

can be really happy if any of its members are ailing. Sound health in a family is a boon priceless beyond words, and without it, success and felicity are practically impossible. Much illness is positively unnecessary and is occasioned chiefly by neglect. Much anxiety given on this account to near and dear ones is, therefore, avoidable. It is of the utmost importance that a reliable remedy should always be at hand to relieve the earliest symptoms of indisposition. Beecham's Pills are an excellent household medicine—safe to take and sure in their curative results. No home

Should Be Without

them. They exercise a beneficial effect upon the liver, stomach, kidneys and bowels. They give speedy relief, and, in time, they remove, most of the ailments connected with these important organs. Attacks of biliousness, constipation, flatulence, headache, dyspepsia and other disorders of the digestive system are speedily dispelled by

BEECHAM'S PILLS.

There is yet another point that you should mark on the tablet of your memory. Beecham's Pills, in addition to their acknowledged value in kidney, liver, and stomach disorders, have a specialty beneficial effect in such ailments as are peculiar to women, many of whom endure needless pain and ill-health through ignorance of this important fact.

Sold everywhere in boxes,

price 9½d (36 pills) 1/1½ (56 pills) & 2/9 (168 pills).

163-3

THE NEW FRENCH REMEDY.

THERAPION No. 1

CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.

THERAPION No. 2

CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.

THERAPION No. 3

CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOR, &c.

SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 4/6.

SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO DR. LE CLERC MED. CO., HAVERSTOCK RD., HAMPSTEAD, LONDON.

A CURE FOR YOU

TRY NEW DRAGEE (TASTELESS) FORM OF THERAPION EASY TO TAKE SAFE AND LASTING CURE.

SEE THAT TRADE MARKED WORD "THERAPION" IS ON BOTTLE, COMPARE TO ALL GENUINE PACKETS.

INSIST ON HAVING THERAPION.

RUSSIAN AIR EXPLOITS.

GERMAN AMMUNITION STORES BLOWN UP.

Warm tribute is paid almost daily in official and newspapers despatches to the daring and efficiency of the Russian military aviators, especially during the last few weeks of anxiety. Here is a typical story told to a newspaper correspondent by the well-known airman Alexis Semanoff, and quoted by the Central News Petrograd correspondent:—

"I and my observer received an order to make a reconnaissance, and took to the air. At a height of 1,500 metres we were over the positions of the enemy and became the objects of a terrible artillery fire. The shrapnel explosions created such a cloud of smoke as to obscure the view for a time.

"In two or three minutes the danger zone was passed and we performed our task. At R—— railway station we were aware that there were large stores of artillery material and as we arrived there a train was just coming in.

"I made a circle round the station, and the observer threw two bombs, one of which struck a large building in which shells were stored. This store was blown up in a moment. Long tongues of flame and clouds of smoke appeared. The concussion was the cause of the destruction of another store containing pyroxilin, bombs, and illuminating rockets. The last explosion caused a huge cloud of smoke to appear, and it reached a height of 700 metres. Our machine was turned over and over many times.

"Beneath us there was a panic, and many of our prisoners took advantage of the opportunity and ran away. They afterwards stated that the explosion was so tremendous that it resembled the noise of an earthquake. A reconnoitring party which afterwards visited the scene learned that the store contained artillery shells and ammunition in boxes. The explosion deprived the Germans of a large quantity of ammunition, and greatly hindered the operations on our front.

"On our return journey we met with a mishap which might have brought us into the German positions. The pipe which conveyed the benzine to the motor was broken, and the motor stopped. I was compelled to make a volplane, and I tried to ascertain the cause of the mishap. The benzine was flowing on the floor of the machine, which was travelling toward the German lines.

"We thought there was no choice—that we must either fly and burn in the air, or descend among the enemy. God helped us, and we successfully flew out of danger and descended among our friends."

The aviator and observer of this brilliant exploit are to receive the new decoration.

The War Office called for 200 voluntary aid women orderlies to work in the military hospitals at Malta. For months many hundreds of such workers have been working in the base hospitals of France and England. The voluntary aid department of the British Red Cross Society selected 100 of its members for the work at Malta, and the St. John Ambulance Association another 100. The whole party was ready to leave in a week.

The Transvaal Coal Owners' Association have offered his Majesty's Government, on behalf of the Witbank District Collieries, 100,000 tons of coal free on rail at pithead. The offer has been gratefully accepted by his Majesty's Government.

WILL OF RUSSIA.

NEW MILLIONS IN TRAINING.

Mr. Stanley Washburn, the *Times* Special Correspondent with the Russian forces, sent the following cable on August 26th from Petrograd:—

Russia is now facing two attacks—one, Germany's advance with her armies, and the other, the far more serious German publicity campaign, which moves through a thousand intricate channels and is aimed to discourage with misinformation the Russian public.

For a year past every Russian setback has been instantly followed by the promotion of some sort of insidious propaganda, which starts simultaneously in a thousand different quarters. The attempts to destroy the Russian Armies in the field so far have proved ineffective in spite of the superhuman efforts the enemy has made for the last three months. After each battle, with its terrific losses and sacrifices, the Germans see themselves holding an empty city or fortress, with the Army slipping our of their grasp without demoralization or confusion to fight again on another line.

It has now become obvious to the Germans that their greatest obstacle to success is the heretofore unbreakable *moral* of these armies, and they are now, with every subtle, specious, malicious method possible, circulating rumours which are intended to demoralize the Army and to destroy the hope and confidence of the public. From the moment of Warsaw's fall this propaganda has been pushed with increasing cleverness and force, both in the Army and in all Petrograd circles. It is directed to mislead both the soldiers and the public into the belief that victory is impossible and that the Allies have deserted the Russian cause. The continued necessity for retirements has now presented an opportunity to the enemy to push this programme more effectively and plausibly, until to-day some people in Russia are in a chaos of pessimism as to the real situation. The idea is being subtly circulated that the attack in the West is indefinitely suspended, and that the highest authorities are secretly planning peace.

The claims being made by these malicious agents have grown in audacity until now it is being freely circulated that the highest authorities in France, England, and Russia are not in accord regarding military operations, while in fact the highest authorities are mutually satisfied.

REPLY TO GERMAN FABLES.

M. Sazonoff, speaking for Russia, authorizes me to quote his words as follows:—

"Unwillingly the Russian Government takes note of the malicious rumours which in the past weeks have been circulated in Petrograd and other parts of Russia as to the conditions. The Germans have tried every method to break the Russian strength—from attempts, by dropping bombs on undefended cities and killing women and children, to start a panic which might spread to the Army, to the use of poisoned gas, which produced such hideous suffering that it was hoped our heroic soldiers would be frightened from their duty. The world has seen how pitifully these efforts have failed. Three months' continuous efforts to break our Army have been unsuccessful.

"The enemy is now trying a new kind of poison, which is aimed, through specious and plausible reasoning, at breaking the spirit of the Russian people and the Russian Army by circulating reports of a lack of harmony between the Allies, of the failure of munitions and the prospect of an independent peace with Germany. I am ashamed that any Russian can seriously discuss such subjects, which clearly are the enemy's latest attempts to accomplish by intrigue results which he has never yet attained by arms.

"Taking these fables against the character of our people and our Government in succession, I will state categorially—

First, that never, at any time, has there been the slightest difference of opinion between the high commands of the Allied Armies. Absolute confidence prevails in the highest circles as to the actions taken by our Allies and implicit faith is felt by all as to the ultimate issue of the campaign which is pending in the West.

Secondly, every step possible has been taken to replenish the munitions of our Armies, enabling them to continue the campaign with that stubbornness which has always characterized their actions in the whole of this war.

Finally, I wish for ever to disabuse the public mind of any intention whatsoever of the Russian Government to make an independent peace with Germany as long as one hostile soldier remains in Russia.

"In our hour of temporary reverses it behoves all patriotic Russians and friends of Russia to realize that by listening to, and repeating, these vile reports they are directly playing into the hands of our enemy and helping to encourage them still further to continue their attacks against our noble Army, which day after day bears the burden of these furious assaults.

"The heart of the Russian people is true and sound and unwavering in our common cause of the defence of our native soil, and each mile the enemy advances into our territory decreases the probability of their securing peace. No one who has studied the campaigns of our glorious Armies can doubt their stamina and determination to fight this war to a victorious conclusion even of our Armies are obliged to retire to the heart of Russia.

"With faith in the Sovereign of our people and our Allies there is no force in this world that Russia need fear. This faith we have and with it the ultimate victory of our arms is assured."

A woman at Selby (Yorks) put herself down in the National Register as engaged on Government work. She washes shirts for soldiers.

GERMANY'S COLONISING METHODS.

The following letter is taken from the columns of the *Pall Mall Gazette*:—

Sir,—In your issue of the 19th inst. you refer to the prominence given by the German Press to a letter addressed to Duke Johann Albrecht of Mecklenburg by Dr. Solf, German Secretary of State for the Colonies (whose portfolio, *en passant*, seems somewhat of a sinecure at present), and his insistence that the German possessions overseas are only lost temporarily.

The principal point Dr. Solf attempts to make is that the conquest of "German" South-West Africa could have been prevented if the "Protectorate" had been equipped with a stronger military defensive force.

With regard to South-West Africa (Great Namaqua and Damara lands), it must be patent to every one of your readers that the Germans depended for their safety, not upon their own forces, but upon their deluded idea that the honour of the South Africans (or Boers, if you prefer it) was as loose as their own.

Now that "German" South-West Africa has surrendered to the Union of South Africa, its retrocession will never be permitted by the people of South Africa under any circumstances whatsoever, any more than the Britons of Australasia will consent to the disposition of the whilom German possessions in the Pacific.

In my little book, "Germany's Vanishing Colonies," I gave a short account of the acquisition by Germany of their so-called "colonies" and of the means whereby she hoped to hold them.

Dr. Solf says they should have been occupied by stronger military defensive forces. Why did Germany need large military forces in her colonies? From whom did she expect attack? Surely not from the natives, for the history of German colonial administration is a record of mercilessness, slaughter, and general "frightfulness" to terrorise the unfortunate natives brought under their horrid sway.

What did Major von Wissmann do in East Africa? Within four days of the proclamation of a German "Protectorate" over the territory wrested from the Sultan of Zanzibar (with our support and assistance, be it remembered), he engineered a "rebellion," and ruthlessly burned and destroyed until the fertile Ruanda district was nearly depopulated, and the natives fully imbued with a proper appreciation of what German "kultur" meant.

What did the Germans do in South-West Africa? Immediately on taking occupation they confiscated the natives' land and cattle, proceeding, as Dr. Böhn said in a lecture before the Royal Colonial Institute, to "solve the native problem by smashing tribal life."

What happened in Samoa? As soon as the German got a footing in those islands, whose very names are peace and repose, he declared war upon the King, Malietoa, under the excuse of the latter's "disregard of written treaties" (ye gods!) and, as R. L. Stevenson wrote: "The boil of which Samoa languished was the German company."

Did the Germans need to guard their West African possessions from the French? The reply is that on the Moroccan settlement the French gave up 100,000 square miles to Germany.

Did they need to provide means of defence against ourselves in East Africa? In answer it is written to our shame that a British squadron assisted the Germans to blockade the coasts of the Sultan of Zanzibar until that unfortunate personage admitted Germany's preposterous pretensions to a place in the sun of East Africa.

It is suggested by Dr. Solf that the suppression of the slave trade was a matter of German concern. In contradiction, there rises the echo of the wails of the slaves under the German lash in East Africa and of the impressed Chinese in the valleys of Kiauchau, together with the fact that the German soldier of to-day is as much a slave as ever faced the legions of Pompey.

No; as Germany, not the Germany of Handel, Bach, Rubinstein, and Mozart (wept over by some ineffectual spinster as the "Land of Music" to the tune of "Kennst du das Land"), but the Germany whose soil bursts with the heavy crop of armed men sprung from Prussian seed—as that Germany, inoculated with the venom of Prussian militarism, prepared for a war of aggression in Central Europe to extend frontiers and absorb the Netherlands, regardless of treaties, of honour, of the common rights of man, so she, in her overseas dominions, pursued a policy of arrogance and aggression, awaiting her time of preparedness to remove her neighbours' landmarks.

Without a shadow of right, Germany interfered in Morocco because she coveted Agadir, the one port on that coast where she could establish a coaling station to make her fleet independent of their North Sea bases.

French Dahomey Germany coveted because of the millions of natives to be terrorised and "kultured" into slaving to produce cotton, rubber, and other raw materials necessary to keep German factories busy, while giving employment to the men she wanted to keep at home to feed the military machine which should eventually pour out its filthy produce of studied desecration of all that means reverence and faith.

The whole German record overseas is soaked in blood flowing from the deluge produced by the wells of Prussian arrogance and ambition. The colonies mean everything to Germany, and every German knows it.

Would that every Briton felt in like measure the importance of our Colonies and remembered that while British ventures overseas have resulted in the formation of a comity of nations eternally bound together by common ties, including freedom, justice, and mercy, the German "Colonial" enterprises present mere pictures of the outrage of every prescriptive right.

To sum up, the territories overseas under German sway have been, like Germany itself, centres of aggression, and merely exploited to the fullest extent to feed the abominable ulcer which the healthy corpuscles in the blood of the nations of the earth must now destroy.—I am, etc.,

Gordon le S. des Fresnes,
Lieutenant, A.S.C.

Royal Colonial Institute, W.C., Aug. 21.

AMERICAN EXCHANGE.

IMPORTANT SCHEME.

GOLD FOR THE STATES.

The City Editor of the London *Daily Telegraph* writing a month ago said:—

It is good news to learn that the American exchange problem is at last receiving the attention which should have been given to it several months ago. The joint stock banks are determined to support the Chancellor of the Exchequer and the Bank of England to the fullest extent of their power, and there is good reason to believe that a plan has been agreed upon by all the parties concerned which will result in the restoration of the New York exchange on London to the normal level.

Rumours have been rife in Lombard-street as to the unsympathetic attitude of the Treasury, and one report had it that a very high official, on being told that a loan of £100,000,000 in the United States was necessary, replied that he did not see the necessity, since we had just raised £600,000,000 here. As things are now these rumours may be dismissed as mere gossip, for it is understood that at Tuesday's conference Mr. McKenna entirely concurred in the views of the banking community.

HUGE GOLD SHIPMENTS IMPENDING.

While it is obviously not the moment for the disclosure of the details of the scheme that has been decided upon, it may be said that it provides for the shipment by the Allies of a sufficient amount of gold to remove completely the deadlock in exchange which seemed to be imminent. When the amount becomes known it will probably surprise American bankers even more than the British public, and it will show that there is a great deal more gold in this country than many people suppose, besides evidencing the wisdom of the advocates of larger gold holdings by the great joint stock banks.

To some extent the recent movements in the American exchange were the result of speculation, doubtless fostered by German emissaries in the States. The best judges believe that our present indebtedness is comparatively small, though it will be greatly increased before long, and will be especially heavy next year when the bills for the payment of the new crops mature. What we, in conjunction with France and Russia, are going to do is to send such an amount of gold as will provide for all requirements for some time to come.

PLETHORA OF GOLD IN U.S.

Gold is not wanted in the United States—the banks are full of it—and in the last number of the New York *Commercial Chronicle* we find a complaint that the Federal Reserve banks have issued $98,000,000 of reserve notes, of which only $16,092,000 are secured by commercial paper, the balance being represented by gold, although the purpose of the reserve notes was solely to provide the means for rediscounting commercial bills. The sending of a very large amount of gold to the States, where it is so little wanted that it is being used as cover for notes, for which the backing was intended to be commercial paper, must surely operate in the direction of cheapening the value of money. When that happens American investors will be all the more disposed to take British Government securities, and we shall be able to secure the credits we require on favourable terms. A big loan has got to come, and on different terms from what we are accustomed to, but it will be placed more readily when there is no longer any disparity in the exchange.

The mere suggestion that the matter was at last being taken up seriously on this side produced a sharp rally of 5 points in the exchange yesterday to about 4.70. If it be the fact that speculation has been largely responsible in accentuating the decline in the exchange, the knowledge that an enormous amount of gold is on its way to America will induce speculators to cover their commitments with celerity, and we may reasonably hope that it will not be long before the depreciation of our currency in the States is reduced to vanishing point. But there must be no more hesitation about the policy which it is decided to pursue.

MEINSELF AND GOTT.

NEW VERSION.

The following verses appeared in a neutral newspaper printed in Batavia:—

THE KAISER'S PRAYER, OR THE LATEST ULTIMATUM.

Gott, Gott, dear Gott, attention blease.
Your Bartner Vilhelm's here,
Und has a vord or two to say
Into your Brivate ear.
So durn away all udders now
Und listen vell to me,
For vat I say concerns Us much,
Meinself and Shermany.

You know, dear Gott, I vas your friendt
Und from my hour of birth
I quietly let You rule the Heffen
Vile I ruled o'er de earth;
Und ven I told mein soldiers hold
Of bygone battle days,
I gladly shplit the Glory, Gott,
Und giff You half the praise.

In every vay I tried to prove
Mein heart to You vas true,
Und only claimd my honest share
In great deeds vat *We* do.
You could not haf a better friendt
In sky, or land, or sea.
Dan Kaiser Vilhelm Number Two,
De Lord of Shermany.

So vat I say, liar Gott, is dis—
Dat ve should still be friendts,
Und you should help to send mein foes
To meet their bitter ends;
So four and twenty hours I gif
To make the Allies run,
Und put me safe into my place—
De middle of the sun.

LIVING THE WAR.

MR. RUDYARD KIPLING ON THE FRENCH PEOPLE.

WHAT ENGLAND MUST KNOW.

Some extracts from a private letter written by Mr. Rudyard Kipling on his experiences at the French front are published in the *Daily Telegraph*. We quote the following passages:—

France is not merely fighting this war, she is living it, and living it with a gaiety and a high heart that, when you get to close quarters, doesn't for a second hide the cold deadly earnestness and tenacity of her purpose.

I have been in their towns, etc., and I can testify that they bear themselves men and women equally resolute—without parade or self-pity. We had tea the other day in a town which the Boches shell daily because it is full of women and children and has a fine old church. The cellars of the house were a hospital.

But not one word round that cheery table upstairs, where not one shade of daily etiquette was missing, suggested, or even hinted at, the perpetual strain under which they live. They were French; and so long as work was to be done they worked. And they do work!

As far as I can see there is not a single action of any individual from one end of France to the other which is not coloured and guided and soaked through by their strong determination.

We shall come to this ourselves in time, but at the present moment we haven't wholly realised the way in which the French, as I have said, are living this war. We English must be made to understand this for our own sakes as well as for theirs; and the example that the French are setting us can't be rubbed in too often or too hard.

THE BRITISH WAY.

If it is hard for us to understand the French it has been harder for the French to understand us. I don't blame 'em! For example. You remember S. talking about that hellish business of ours last April? Couldn't be got to say any more than that it was "damned unhealthy." And he is like all the rest of us.

Well, what on earth are the French to make of this sort of thing which they have known now for the past year? And we are just as inarticulate as we were at the beginning. Yet there isn't much difference really between us. Our hostess at the tea party said, with a delightful smile, that, on the whole, bombardment "does not add a zest to life." It might have been S.'s own sister speaking. And it's the same with their men all along the line. But behind the laugh and the outrageous understatement of things there is the spirit that moves mountains. . . .

THE ONLY GOOD BOSCH.

The readiness and endurance, and again the light heart, among their men, are marvellous. They don't stop to argue about things. They are agreed that the only good Bosch is a dead Bosch, and they joyously and zealously do their best to make it so.

But when all is said and done, it is the men and the women who are the wonders. I could fill a book with details of the life behind the lines and up to the lines—how would you like to graze a cow under big-shell fire?—and the patience and the fervour and terrific industry of all the land. But you must see it to believe it; and when you have seen it you must testify, as I hope to, that nothing that England can do is enough to keep abreast of such an Ally.

CHIEF DAGADU OF KPANDU.

"IT WAS MY WILLING TO GIVE MORE."

The Secretary of State for the Colonies has received through the Acting-Governor of the Gold Coast further contributions from the Western and Eastern Provinces of that Colony to the National Relief Fund to the amount of £1,629 15s. 7d., bringing the total contribution from the people of the Gold Coast up to £25,518 6s. 7d.

In addition to this a sum of £100 2s. 3d. was collected by Dagadu, Chief of Kpandu, in Togoland. This chief had, in 1886, applied to be taken under British protection, and had been given a British flag, but his territory came within the German sphere of influence when the Togoland boundary was delimited. He, however, retained his flag until 18 months ago, when, on account of his British sympathies, he was exiled to Duala, and the flag was discovered and taken from him. When Duala was occupied by the Allied Forces Chief Dagadu was released, and returned to Kpandu in January, where he was received with great enthusiasm. Since then he has been of much assistance to the occupation Government.

In forwarding his contribution, which was entirely spontaneous and came as a surprise to the political officer in Togoland, Chief Dagadu wrote as follows:—

I, the Head Chief Dagadu of Kpandu, have given here £50, fifty pounds, and my Village-youngmen have also assisted me with cash £51 10s., fifty-one pounds and ten shillings (to total £101 10s.). One hundred and one pounds and ten shillings, being a fund given to help the English Government towards the Imperial war between England, France, Russia, and Germany, Austria-Hungary, and Turkey. It was my willing to give more than what I have done above, but on account of the Germans, and owing to their bad treatment giving, most of my Village youngmen have removed from this land and entered into another Colony for their daily bread; and also my land is very poor to say. May God the Almighty bless the great Britain to master the victory. I congratulate the local and the Imperial Government, and the District Political Officer, Mr. R. S. Rattray, who is treating us here very well and gentle; may he live long. And Mr. J. T. Furley (the Senior Political Officer of Lome), who is a best and good gentlemen, carrying his duty very pleasant in order, by my eye-witness, may he live long. May God bless the English Government and prolong their power to be second to none.—God Save the King! Yours obediently,

HEAD CHIEF DAGADU OF KPANDU.
XXX mk.

LONDON AND PARIS.

A CONTRAST.

Mr. John N. Raphael writes as follows in the London *Daily Express*:—

The Frenchman let himself down wearily into an armchair. The blinds were drawn. The house was quiet. "This is the first time for a fortnight, old friend," he said, "that I have felt normal." I laughed. "You mean, I suppose," I asked, "because we two are quietly alone here and have shut London out?" He nodded. "Yes," he said, "and the talk of London. It confuses me, your London, voyez vous. It makes me feel as I have felt when I have been smoking too much." And one of those inimitable French gestures which cannot be put into print completed and explained the thought which was in his mind.

London and the current talk of London really are a shock and a confusion to the mind of the man who comes from France, even if, as in my own case, that man knows London fairly well. How much more confusing, therefore, to a foreigner! I will try to explain what I mean. I got into a taxicab in Portland-place to drive down to Fleet-street. Every now and then a policeman stopped the traffic and we had to wait.

You will wonder in what way this should surprise an old Londoner. You will wonder less when I tell you that street traffic in Paris is quite negligible. There has not been a block of traffic in a Paris street since the first days of August, 1914, except during those few days in early September last year when the French Government went to Bordeaux and Parisians piled themselves and their luggage into cabs and made for the railway stations when the enemy was just outside the gates. You can take a cab now at the Bastille and drive to the Bois de Boulogne, and you can drive a good deal faster, too, than you drove before the war, and the traffic will never be sufficient to impede your progress, even through the busier parts of Paris. There are no really busy parts. You can see the Place Vendôme from the Place de l'Opéra at 3 p.m. every day.

ON THE BOULEVARDS.

Of course, there are people on the boulevards as there are people in Regent-street and Oxford-street. You will hear about the same proportion of French and Belgian accents as you hear in the West End of London now. You will hear almost as much English, too. But the people you will see here and watch in the Paris street behave in curiously quiet contrast to the people in the streets of London. In London the people who pass you in the streets are busy. You hear, of course, a great deal of talk about the war. Most of it is questions. But in Paris you hear no other talk at all than war talk."

I had a letter from a Paris friend just now. He edits a weekly illustrated paper with an enormous circulation. "I want you to pardon me, old friend," he writes, "for publishing none of the fine photographs of your play 'Peter Ibbetson,' though I see that they are appearing with deserved prominence in the English Press. We print none but war pictures here, as you know. We have not even published photographs of the war matinée at the Opéra Comique which we organised ourselves. The public here is interested in nothing but the war itself."

This letter reflects, exactly, the contrast between Paris and London after twelve months of war. It explains, too, the feeling of my French friend who was so glad to spend an evening with me in London and to forget for that evening that anything existed but the war. I am writing this in no spirit of criticism. I am trying merely to show you the contrast between the attitude towards the war and life in war time in London and in Paris.

CURIOUS CONTRAST.

Watch the people whom you meet in the London highways. Think of the people on the boulevards in Paris (there are so few in any other Paris street), and this contrast becomes more remarkable still. The people in Regent-street, in Oxford-street, in Bond-street, anywhere in London, are looking at the shop windows, are shopping. They have all kinds of things to do. "Business unusual," perhaps, but the briskness of business, and as it strikes the man from abroad, business very much as usual.

"Oh, no," you will say, "not as usual at all! A girl will open the door for you in a London shop or a London office!" (You will say this in italics. In Paris such things have become a mere matter of course.) There are girls in the lifts, there are messenger girls, there are girls in the clubs instead of waiters. But there are male waiters in London clubs still, and young waiters at that, and the shops are not empty. At this season of a normal year in Paris it would take you half an hour to buy anything in one of the big department stores. They are curiously empty now. Nobody has money to buy anything but necessities.

The foreign visitor to London is amazed at the number of interests in London beside the *communiqués*. The newspapers astonish him. There is so much in them. The Paris evening papers are rarely more than single sheets, and there is little in them which does not bear directly on the struggle by which these years will be remembered in the history of the world.

I do not intend to raise the question of the Paris and the London theatres and their contrast in a controversial spirit. But there are practically no big theatres open in Paris except the State theatres, and they play to half-empty seats.

FORTHCOMING EVENTS.

TO-MORROW

9 p.m.—Promenade Concert by Hongkong Police Reserve Band at Botanical Gardens.

Monday, 4th Oct:—
3 p.m.—Auction of Crown Land above May Road and at Ship Street, at Public Works Dept.
5.30 P.M.—Hongkong St. Andrew's Society Annual General Meeting in the City Hall.

Wednesday, 6th Oct.:—
10.30 a.m.—French Convent Annual Bazaar in the New Convent at Causeway Bay.

Saturday, 9th Oct.:—
12.30 p.m.—Dairy Farm Co., Ltd., Meeting of Shareholders.

NOTES BY A NEUTRAL.

GERMAN QUICKNESS.

HOW SHE DISCREDITS THE ALLIES.

The leisurely movements of the individual German in peace time, the cumbersome nature of many of his business arrangements, the long toilsome day, relieved by many indigestible meals and some music make an amazing contrast to the astounding quickness of the German Government. This war has proved that the collective German Government is as quick as the individual German is slow.

The chief German weapons of war are beyond question big cannons, barbed wire, countless machine guns, and untiring propaganda. The German Government had all there factors ready in August last.

As a neutral, I wish to emphasize the immense advantage they have gained over the Allies by the campaign of informing, coaxing, and bullying they began immediately on the declaration of war. As one whose nation is nine-tenths strongly pro-British, I cannot sufficiently emphasize the urgent need for preventing the little nations, one by one, falling away from the Allies' cause. In one or two cases, as I have indicated before, I believe it impossible to make any change now, but there are other countries where British, French, and Russian prestige must be maintained at all costs and can be maintained by the use of brain, energy, and printing ink.

It does not need the evidence of immense accumulations of munitions to prove that Germany prepared for war and seized a convenient opportunity which coincided with her custom of making war after the harvest. There are other guides to her provision. She had entrenched herself in the Press of every neutral country, and, according to statements made in Germany, she had greatly influenced a portion of the British Press. I believe investigation of the affairs of the Hamburg-Amerika Steamship Company and hospitality to British newspaper editors would yield fruitful if distasteful, results.

NEED OF COUNTER-PROPAGANDA.

All this has been done, and is still going on, and, if Great Britain and her Allies do not wish to find further defections among neutrals, she and her partners must promptly realize the necessity for a counter-propaganda. With two exceptions, all the little neutral States of Europe loathe Germany. But they all fear her and in increasing degree. In many of these countries the average citizen is so afraid of expressing his opinion about Germany that it is not until you have won his confidence that he will tell you what he thinks. Mixed up with this fear is a certain kind of sneaking admiration for Germany's war progress.

Early in the war Great Britain was greatly feared in Europe. There was a hazy notion in some neutral countries that the British Fleet would immediately demolish that of Germany. A certain rash speech of one of your Cabinet Ministers about "digging out the German Fleet" carried conviction. These neutrals have not realized, and do not realize, that sea warfare to-day is likely to be as long as in the days of Nelson and Villeneuve. The whole world, indeed, is not yet awake to the fact that modern changes have not reduced the duration of war.

Within a few weeks of the war, German-inspired newspapers and individual Germans began preaching the doctrine of the "bottled-up British Fleet." The exploits of the Emden and Goeben were "boomed" by German agents in my particular country. All this was accompanied by very fine naval cinematograph films—obviously taken before the war began—and articles by German naval authorities. Since then there has been an incessant campaign of advertisement of German naval prowess. Long before anything was really known about the sinking of the Lusitania, neutrals were informed that her having passengers on board was a cunning scheme of Great Britain to enable her to import those shells which her refractory workpeople declined to make. Thus it is that in most neutral countries to-day the whole Lusitania tragedy has been minimized and befogged.

TURKEY'S INTERVENTION.

Most people with whom I have discussed these matters during my present visit here do not realize the importance of placing before the neutral the Allies' cause and sacrifices. Let me take the case of Turkey. It has been said that Turkey's support was lost to Great Britain owing to some negligence by which the Goeben and the Breslau eluded capture or destruction in the Mediterranean. That I do not for one moment believe. Turkey was lost to the Allies' cause owing to German pressure and propaganda. That propaganda was, to my knowledge, conducted by an extremely astute newspaper manipulator—formerly in London—Baron von Kühlmann. The arrival of the Goeben and Breslau, no doubt, assisted, but for weeks disgraceful lies were disseminated through Turkey about the Allies, accompanied by bribes and threats. The Turks, who had hitherto been admirers of the English, were told that the British Fleet was interned, that London was in a state of terror from Zeppelins, and even more fantastic lies—such as the statement that King George was begging for peace from the Emperor William. It is idle to pretend that such propaganda is beneath notice. This propaganda tells—especially when it is backed up by liberal financial bribes and promises of other peoples' territory. To me, it is sometimes really remarkable that the little neutral countries have held out against such bullying, cajolery, bribery, and lying.

There is an old saying that, if you give a lie a start, you can never catch it up. The quickness of the German Government, the corrupt German news service and the Wolff Agency—with its countless ramifications throughout Europe—should be checked in such countries as still maintain their neutrality. At one time the speedy circulation of the Bryce Report in the language of the country to which it should have been sent might have produced effect. It is too late now. For the Germans forestalled you by instantly circulating the statement that Belgian women had mutilated the German wounded. That was published far and wide long before the accusations against Germany were made by the Allies. I have been present at the curious spectacle of a German faintly admitting that excesses may have been committed by the Army, while a German-Swiss flatly contradicted him.

Many Germans are quite touchy on the score of the word "barbarian." In many of the millions of inspired letters that were sent out (under some preconceived system) to all the neutral countries—and even at one time, I believe, to England—great stress was laid on "English lies" about the German Army. In the first week in August last year, a widely-distributed instruction was given to all persons who had, or who had ever had, any social or business connection with anyone in the Allied or neutral countries, urging them to write private letters to their friends setting forth the German case. It had been a custom for half a century for a great many people of my nationality to go to Germany for music and other branches of education. Much to their surprise, they began to receive letters from old fellow-pupils and teachers—the very names of whom they had forgotten—on the subject of the war. I merely instance this as an example of German thoroughness in propaganda. A relative of mine received such a letter rebutting the charges of barbarism and sent a reply that was anything but flattering to Germany, only to receive an answer, written more in sorrow than in anger, reiterating the accusations previously made against the Allies.

FORESIGHT AND THOROUGHNESS.

The modern German Ambassador, Minister, or consul is a propaganda. He it is who buys and influences newspapers. He secures German advertisements for publications that cannot be bought *en bloc*. He assists needy journalists. He sees to the distribution of cinematograph films extolling the German Army and Navy. He anticipates the very feeble propaganda of the Allies by contradicting it before it is widely circulated. An American journalist told me that all the work of the American writers who have been living with the German armies, or making the kind of Cook's tours that are arranged for others of them, is carefully collated and watched. No favours are again granted to those who venture to criticize. Hotel-keepers in neutral countries are used for propaganda purposes. The whole sordid business is as foreign to the ideas of most neutrals as is the use of poisonous gas, but it must be met.

Acquaintances with whom I converse here in London are angry when I tell them that we at home know nothing about the British Army and very little about the British Fleet. But we hear nothing of your Army or Navy and are deluged with German news. How can we know about you? The more educated among us have seen the White Paper, which convinced us. A handful know the Bryce Report, but the mass of the people, while they detest the Germans, are growing more and more afraid of them. What is happening in my country is happening in Bulgaria, Rumania, and the rest of the neutral countries.

It is quite easy to learn the respective values placed by Germany upon the various neutrals. The United States she regards as of about the same importance as Norway. "The United States is an inert, unarmed mass—a long way off," argues the German, and "Norwegian hostility only accentuates Sweden's friendship for Germany." She apologizes to Sweden for ships destroyed, and her rapid apology to Denmark this week has surely opened people's eyes to the importance she attaches to Danish friendship.

We neutrals are almost entirely with you. We ask you to tell us continually what you are doing. German propaganda is persistent. It assumes a new form with every phase of the war. The occasional speeches of your Ministers have done some good, but they cannot combat the daily lies of the Wolff and other news agencies and the continual stream of cinematograph pictures.

It would be invidious to make a list of the neutral States and deal with their particular points of view. It might be unwise to do so, but this I can reaffirm, they are all afraid of Germany; all except Sweden dislike Germany, and all are secretly anxious to help you. Germany, by her propaganda, however, divides public opinion. She begins by dividing the opinion and finally captures the Governments. She is an unceasing worker.—*The Times*.

EMPEROR AMONG INDIANS

SEPOYS' PERSONAL PETITIONS TO THE KING.

When the King and Queen visited the wounded Indians at Brighton the other day, the time-honoured Indian custom of the personal petition to the Emperor was observed.

The time was short, says the *Indiaman*, in describing the incident, but the King's experience in India moved him to listen patiently to two Sepys who, greatly darling, took this opportunity of approaching the Presence.

Said the first: "My brother and I were both wounded, and came to England. They told him I was dead, and he went mad. But I was not dead, and the Sahib took me to see him. He became sane, and we both wept.

"But next day he went mad again, and said it was a dream and an illusion. And he has gone back to India, while I—well, I gave six shillings to an Indian writing man to buy me something in the bazaar, and the writing man—they are all accursed, these writing men—he took my six shillings, and will not give them back."

THE KING'S PROMISE.

"This," said the King, "is a serious matter, and shall be looked into."

It is a promise, and the petitioner falls back content, for he knows that the English keep promises.

The second petitioner had lost two brothers at the front, and it behoves him to return to his village to settle the affairs of his family. This, too, shall receive consideration. Whatever may be the decision, the Sepoy is content, for the King has listened, with his kind smile, as the petition was translated to him.

"He is a listener," says the Sepoy as the Royal party passes on. "All we want in India is a listener. You saw," said he to the others, who wondered at his forwardness, "you saw that he listened, and that is enough."

CHINA COAST METEOROLOGICAL REGISTER.

3CTH SEPTEMBER A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather
Vladivostock	7 a.	—	—	—	SSE	1	—
Nemuro	6 a.	30.30	—	—	SSE	1	—
Hakodate	"	30.23	—	—	NNE	1	—
Toldo	"	30.20	—	—	WNW	1	—
Kochi	"	30.03	—	—	W	1	o
Nagasaki	"	30.06	—	—	W	1	o
Nagoshima	"	30.06	—	—	S	1	—
Oshima	"	30.06	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigma	"	—	—	—	—	—	—
Bonin Is.	"	30.26	—	—	—	1	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei	"	30 18	62	89	ESE	0	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30 2	59	100	NNW	1	bf
Gutsaff	"	30.09	60	—	N	1	by
Sharp Peak	"	30 02	75	98	N	1	o
Amoy	9 a.	29.9	74	86	NE	2	o
Swatow	6 a.	29 97	75	81	NE	1	o
Taihoku	5 a.	29.95	75	96	SW	2	rf
Taichu	"	29.92	72	—	—	0	b
Tainan	"	29.89	82	—	NNE	2	o
Koshun	"	29.89	75	—	—	0	b
Pescadores	"	29 91	77	—	NE	1	o
Canton	6 a.	29.93	74	72	N	1	o
Hongkong	"	29.89	79	74	E	1	o
Gap Rock	"	29.83	—	—	E	2	o
Macao	9 a.	29 89	79	84	NE	2	rf
Wuchow	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Paulien	6 a.	29 94	70	83	N	4	b
Tourane	"	29.81	75	—	NNW	5	o
Cape St. James	"	29.80	75	—	NE	2	r
Aparri	"	29.86	77	90	S	4	o
Dagupan	"	29.81	75	94	SE	2	o
Manila	"	29.84	75	94	—	0	o
Legaspi	"	29.82	79	89	—	0	b
Tacloban	"	29.82	77	92	WNW	2	o
Iloilo	"	29.81	77	89	NW	1	o
Surigao	"	29.10	75	92	SW	1	b
Labuan	"	29.93	78	82	SW	6	b

C. W. JEFFRIES, *Director*.

1 BAROMETER, reduced to 32 degrees Fahrenheit in the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, according to Beaufort Scale.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, snow, t thunder, v visibility, w dew wet

7 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 30 h

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.90	29.95	29.96
Temperature	83	79	80
Humidity	63	74	74
Wind Direction	East	East	East
" Force	3	5	4
Weather	c	o	cd
Rain	—	—	—

Highest open air Temperature on 29th... 83
Lowest open air Temperature on 29th... 75

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
* TJIKEMBANG	JAVA	29th Sept.	SHANGHAI	5th Oct.
* TJISONDARI	JAPAN	3rd Oct.	JAVA	6th Oct.
* TJIBODAS ...	JAVA	5th Oct.	JAPAN	12th Oct.

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SHIPPING

ARRIVALS.

CHINGCHOW, British str., 1,195, Jas Doyle, 30th September—Port Parseval 28th September, General.—Shewan, Tomes & Co.

CHOSEN MARU, Japanese str., 1,159, Yamana, 30th September—Moji 24th September, Coal.—Osaka Shosen Kaisha.

KUEICHOW, British str., 1,120, E. Forsyth, 30th September—Tientsin, General.—Butterfield & Swire.

SUNGKIANG, British str., 987, J. Robinson, 30th September—Haiphong 29th September, General. — Butterfield & Swire.

WAISHING, British str., 1,171, M. Picknell, 29th September—Bangkok 23rd September, Rice and General.—Jardine, Matheson & Co.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
September 30th.

LOOSHING, British str., for Hoihow.
TELENA, British str., for Miri.

DEPARTURES.

September 30th.

CARNARVONSHIRE, Brit. str., for Shanghai
CHENAN, British str., for Shanghai.
CHIYUEN, Chinese str., for Canton.
DERWENT, British str., for Singapore.
HONGKONG, French str., for Hoihow.
PHUYEN, French str., for Saigon.
~~WINGSANG, British str., for Canton.~~
YOKOHAMA MARU, Jap. str., for Shanghai.

PASSENGERS.

DEPARTED.

Per *Yokohama Maru*, for Seattle, etc., Mr. D. M. Larkins, Miss Lubeck and servant, Mrs. R. R. Man and child, Mr. H. P. Holyoak, Mr. D. C. Mehra, Mr. K. Lal, Messrs. S. Godden, R. H. Armstrong, D. I. Cain, Miller, Furuwara, K. Saraya, T. Shimowara, and N. Tsutsumi.

VESSELS EXPECTED.

MERCHANT STEAMER.

The str. *Muttra* left Calcutta on the 16th instant, a.m., and is expected here to-day.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Choysang, from Shanghai, is due in Hongkong on 2nd October.
Taksang, from Haiphong, is due in Hongkong on 2nd October.
Namsang, from Calcutta, is due in Hongkong on 6th October.

SHIRE LINE, LIMITED.

Monmouthshire, from Japan, is due in Hongkong on 15th October.

SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1,355, Eedy, 29th September—Shanghai 22nd September, General.—Butterfield & Swire.

ANYO MARU, Japanese str., 1,298, K. Yamamoto, 28th September—Wakamatsu 22nd September, Coal.—Order.

BOMBAY MARU, Japanese str., 3,398, T. Terada, 28th September—Singapore 21st September, General. — Nippon Yusen Kaisha.

CHEIAN MARU, Japanese str., 1,006, R. Moka, 29th September — Kweiching 26th September, Salt.—Order.

CHIYUEN, Chinese str., 1,177, Russ, 28th September—Shanghai 25th September, General.—Chinese.

DAIJIN MARU, Japanese str., 740, Saito, 29th September—Swatow 28th September, General.—Osaka Shosen Kaisha.

FAUSANG, British str., 1,410, Perkins, 19th September—Iloilo 15th September, Sugar.—Jardine, Matheson & Co.

HAITAN, British str., 1,183, J. W. Evans, 29th September—Swatow 28th September, General.—Douglas Lapraik Co.

HONGWAN I., British str., 2,069, G. Kinghorn, 13th September—Straits 7th September, General.— Order.

LINAN, British str., 1,286, F. Pottinger, 24th September—Bangkok 17th September, General. — Butterfield & Swire.

MANAPOURI, British str., 1,283, Maxwell, 10th September—Moji 4th September, Coal.—Order.

MYOGISAN MARU, Japanese str., 1,741, K. Munakata, 21st September—Karatsu 15th September, Coal.—Mitsui Bussan Kaisha.

RIOJUN MARU, Japanese str., 2,929, Yamaguchi, 29th September—Keelung 26th September, General.—Dodwell & Co.

SALAMIS, British str., 2,796, Gardiner, 29th September—Moji 24th September, General.—Bank Line & Co.

SUNGSHAN, British str., 2,595, J. W. Muir, 28th September—Chingwantao 21st September. Coal.—Dodwell & Co.

TAMON MARU, Japanese str., 1,828, Y. Fujita, 27th September—Miike 22nd September, Coal. — Mitsui Bussan Kaisha.

ULO, Norwegian str., 885, Hamodt, 29th September—Bangkok 20th September, Rice.—Chinese.

VAN SPILBERGEN, Dutch str., 2,974, De Weerd, 29th September—Singapore 22nd September, General. — Java-China-Japan Lijn.

WINGSANG, British str., 1,517, E. Jarratt, 29th September—Shanghai 23rd September, General.—Jardine, Matheson & Co.

YATSHING, British str., 1,424, R. J. Anderson, 29th September—Kobe 23rd September, General.—Jardine, Matheson & Co.

YOCHOW, British str., 1,306, Somme, 28th September—Haiphong 26th September, Coal.—Butterfield & Swire.

YUENSANG, British str., 1,123, W. M. Mesney, 27th September—Manila 24th September, General. — Jardine, Matheson & Co.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & SINGAPORE VIA PENANG, COLOMBO, &c.	NORE	Brit. str.	—	D. Asbury	P. & O. S. N. Co	About 7th inst. at 4 P.M.
LONDON & GLASGOW	CITY OF HANKOW	Brit. str.	—		THE BANK LINE, LIMITED	On 9th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 22nd inst.
LONDON	MERIONETHSHIRE	Brit. str.	—		JARDINE, MATHESON & CO., LD	Beginning of inst.
MARSEILLES, LONDON & VIA SINGAPORE, &C.	MIYASAKI MARU	Jap. str.	—	Teranaka	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
MARSEILLES VIA PORTS	PAUL LECAT	Fren. str.	—		MESSAGERIES MARITIMES	On 16th inst., at 5 P.M.
VICTORIA & TACOMA VIA KEELUNG, S'HAI, &c	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 8th inst., at 3 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
NEW YORK VIA SUEZ CANAL	SAINT BEDE	Brit. str.	—		DODWELL & CO., LTD	About 25th inst.
VANCOUVAR & SEATTLE	SHINTSU MARU	Brit. str.	—		JARDINE, MATHESON & CO., LD	About 8th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	SHINYO MARU	Jap. str.	—	Filmer	TOYO KISEN KAISHA	On 12th inst., at Noon.
SAN FRANCISCO	INVERIC	Brit. str.	—	A. Wallace	THE BANK LINE, LIMITED	On 10th Nov.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 14th Dec., at 10.30 A.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SEIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 10th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	E. S. Baikie	GIBB, LIVINGSTON & Co.	To-morrow, at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	F. C. Gambrill	BUTTERFIELD & SWIRE	On 18th Nov.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 15th inst., at 10 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	KUEICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 4th inst., at Noon
JAPAN	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 12th inst.
SHANGHAI	WINGSANG	Brit. str.	—	J. H. Lishman	JARDINE, MATHESON & CO., LD.	To-morrow at D'light.
SHANGHAI	ANHUI	Brit. str.	1 m.	Eedy	BUTTERFIELD & SWIRE	On 3rd inst., at D'light.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	On 5th inst., at 4 P.M.
SHANGHAI	TJIKEMBANG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 5th inst.
SHANGHAI, KOBE & MOJI	MUTTRA	Brit. str.	—	Holman	DAVID SASSOON & CO., LD	On 6th inst.
SHANGHAI, KOBE & YOKOHAMA	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 5th inst., at 10 A.M.
SHANGHAI	CHOYSANG	Brit. str.	—	S. Homlwood	JARDINE, MATHESON & CO., LD.	On 7th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	V. CIOTAT	Fren. str.	—		MESSAGERIES MARITIMES	On 7th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NOVARA	Brit. str.	—	H.R. Hetherington R.N.R	P. & O. S. N. Co.	About 9th inst.
SHANGHAI, KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	Kurosumi	NIPPON YUSEN KAISHA	On 8th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	About 16th inst.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 13th inst., at 10 A.M.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	S. Saito	OSAKA SHOSEN KAISHA	On 3rd inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & CO.	To-day, at Noon.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS, LAPRAIK & CO.	On 5th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	J. S. Thomson	DOUGLAS LAPRAIK & CO.	On 8th inst., at 1 P.M.
MANILA	YUENSANG	Brit. str.	—	W. M. Mesnye	JARDINE, MATHESON & CO., LD	To-morrow, at 3 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	J. Walker	BUTTERFIELD & SWIRE	On 5th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Lenah	JARDINE, MATHESON & CO., LD	On 9th inst., at 3 P.M.
MANILA, & CEBU ILOILO	TAMING	Brit. str.	1 m.	S. Tokushige	JARDINE, MATHESON & CO., LD	On 12th inst., at 4 P.M.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	WAKASA MARU	Jap. str.	—	Itsuno	NIPPON YUSEN KAISHA	On 8th inst.
AMOY, SINGAPORE & SOURABAYA	FAUSANG	Brit. str.	—		JARDINE, MATHESON & CO., LD	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	YATSHING	Brit. str.	—	B. S. Anderson	JARDINE, MATHESON & CO., LD	On 4th inst., at 3 P.M.
SINGAPORE, PENANG. RANGOON & CALCUTTA	HAKATA MARU	Jap. str.	—	Kawashima	NIPPON YUSEN KAISHA	On 4th inst.
SINGAPORE	CHUNSANG	Brit. str.	—	C. J. Mattock	JARDINE, MATHESON & CO., LD	On 7th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Jap. str.	—	T. A. Mitchell	JARDINE, MATHESON & CO., LD	On 9th inst., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	ITOLA	Brit. str.	—	Butler	DAVID SASSOON & CO., LTD.	On 12th inst.
MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	On 3rd inst. at Noon.
HAIPHONG VIA HOIHOW	KEIJO MARU	Jap. str.	—	Imaizumi	OSAKA SHOSEN KAISHA	On 3rd inst., at 10 A.M.
HOIHOW & HAIPHONG	TAKSANG	Jap. str.	—	Matthews	JARDINE, MATHESON & CO., LD	On 5th inst., at D'light.
HOIHOW, & PAKHOI HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI	"WINGSANG"	Saturday, 2nd Oct., D'light.
* AMOY, SINGAPORE & SAURABAYA	"FAUSANG"	Saturday, 2nd Oct., Noon.
* MANILA	"YUENSANG"	Saturday, 2nd Oct., 3 P.M.
* SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Tuesday, 4th Oct., 3 P.M.
† SHANGHAI	"TAKSANG"	Tuesday, 5th Oct., D'light.
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 9th Oct., Noon.
* MANILA	"LOONGSANG"	Saturday, 9th Oct., 3 P.M.
HAIPHONG	"CHOYSANG"	Thursday, 7th Oct., D'light.
SINGAPORE	"CHUNSANG"	Thursday, 7th Oct., 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 1st October, 1915, GENERAL MANAGERS [6.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215. AGENTS

Hongkong, 16th April, 1915. [25

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

LONDON ... "MERIONETHSHIRE" ... Beginning of October.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215 Sub. Ex. 10. AGENTS

Hongkong, 6th September, 1915. 6.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO, to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: Connecting with FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

S.S. "SALAMIS" From Hongkong: 3rd Oct., at Noon.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and passage apply to

THE BANK LINE, LIMITED,

211 MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON & GLASGOW ...	... "CITY OF HANKOW" ...	On 9th Oct.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

Hongkong, 22nd September, 1915 GENERAL AGENTS. [942

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DAT APPLIANCES FOR THE PROMPT PRODUCTION OF HIGH-CLASS WORK.

10A, DES VŒUX ROAD. HONGKONG.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NORE,"

Captain D. Asbury, carrying His Majesty's Mails, will be despatched from this port on or about the 7th October, 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "MOLDAVIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be conveyed by the s.s. "NORE," proceeding direct to Marseilles and London.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th September, 1915. [1

S.S. "SHINTSU MARU,"

FOR VANCOUVER AND SEATTLE.

This steamer will be despatched for the above ports about the 8th October.

For Freight and particulars apply to

JARDINE, MATHESON & Co., LTD.,
Agents

Hongkong, 30th September, 1915. [1038

GLEN LINE (MCGREGOR, GOW & Co.,) LIMITED.

FOR GENOA, LONDON AND HULL.

THE Steamship

"GLENIFFER,"

Captain J. McGregor will be despatched for the above ports on or about the 14th Oct., 1915.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th September, 1915. [953

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK, VIA PANAMA CANAL.

S.S. "SAINT BEDE,"

on or about 25th October.

For Freight and further information, apply to

DODWELL & Co., LTD.,
Agents,

Hongkong, 30th September, 1915.

THE BANK LINE, LTD.

FOR SAN FRANCISCO.

THE Steamship

"INVERIC,"

Captain A. Wallace, 4,789 tons, will be despatched as above on WEDNESDAY 10th November.

For Freight and further particulars, apply to

THE BANK LINE, LTD.,
Managing Agents.

Hongkong, 22nd September, 1915. [1009

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

Arrived Hongkong on 26th Sept., 1915, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Khyber."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 3 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 26th September, 1915. [1

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE Steamship

"CARNARVONSHIRE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 5th Oct., at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 5th Oct., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 23th September, 1915. [6

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	*NORE* Capt. D. Asbury	4 P.M. 7th Oct.	*See Special Advertisement*
SHANGHAI, MOJI, KOBE and YOKOHAMA	NOVARA Capt. H.E. Hetherington, R.N.R.	About 9th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAGOYA Capt. A. B. Garwood, R.N.R.	About 19th Oct.	Freight and Passage.
LONDON and BOMBAY VIA USUAL PORTS OF CALL	*MALTA* Capt. C. C. Talbot, R.N.R.	About 22nd Oct.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without Notice.

For Further Particulars apply to —

E. A. HEWETT,
Superintendent.

Hongkong, 28th September, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW, PAKHOI and HAIPHONG	"SUNGKIANG"	On 2nd Oct., 10 A.M.
SHANGHAI	"ANHUI"	On 3rd Oct., D'light
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 4th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 5th Oct., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 5th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 12th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN" "LIANGCHOW," "LUCHOW," "YINGCHOW," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st October, 1915. TELEPHONE 35. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN		LEAVING
"HAITAN"	Capt. J. W. Evans	FRIDAY,	1st Oct., at Noon.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY,	5th Oct., at 1 P.M.
"HAICHING"	Capt. J. S. Thomson	FRIDAY,	8th Oct., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 27th September, 1915. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS; SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "MUTTRA," 4,644 tons, Capt. Holman will be despatched for SHANGHAI, KOBE and MOJI on 6th October.

S.S. "DUNERA," 5,389 tons, Capt. Munro, will be despatched for SHANGHAI, KOBE and MOJI on 25th October.

WESTWARD

S.S. "ITOLA," 5,257 tons, Captain Butler, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 12th October.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 25th September, 1915. 29

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA

MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		On 2nd Oct., 11 A.M.
EMPIRE		On 17th Oct., 11 A.M.
EASTERN	8th Oct.,	On 2nd Nov., 11 A.M.
ALDENHAM	29th Oct.,	On 22nd Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS 25

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed	Leave Hongkong.
SHINYO MARU	22,000—21 knots	... TUES., 12th Oct.
PERSIA	9,000 — 17 knots	... WED'DAY, 3rd Nov.
CHIYO MARU	22,000—21 knots	... TUES., 9th Nov.
TENYO MARU	22,000—21 knots	... TUES., 30th Nov.
*NIPPON MARU	11,000 — 18 knots	... TUESDAY, 14th Dec.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS)	£120.
" " " NEW YORK	£60. ...	" "	£96.10.
" " " SAN FRANCISCO	£45. ...	" "	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	... 14,000—15 knots	Wed'day, 10th Nov.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291. [216

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA (Without Transhipment)	V. CIOTAT	On 7th Oct.

HOMEWARD

MARSEILLES VIA SAIGON and PORTS (Without Transhipment)	PAUL LECAT	On 16th Oct., at 5 P.M.

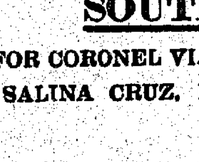
ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915:—
TO KOBE $135, TO YOKOHAMA $150.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE. YOKKAICHI AND YOKOHAMA

Steamer	Captain		Leaving
"TACOMA MARU"	T. Hamada	FRIDAY,	8th Oct., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer	Captain	Leaving

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain		Leaving
DAIJIN MARU"	S. Saito	SUNDAY,	3rd Oct., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain		Leaving
"SOSHU MARU"	A. Kobayashi	WED'DAY,	13th Oct., at 10 A.M.

FOR HAIPHONG VIA HOIHOW.

Steamer	Captain		Leaving
"KEIJO MARU,"	IMAIZUMI	SUNDAY,	3RD OCT., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER,
Second Floor, No. 1, Queen's Building

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
		about	about			
Sept. 26	NORE	Oct. 3	Oct. 8	†MOLDAVIA	Nov. 6	Nov. 13
—	MALTA	Oct. 17	Oct. 22	†KHYBER	Nov. 20	Nov. 27
—	NOVARA	Oct. 31	Nov. 5	†MEDINA	Dec. 4	Dec. 11
Nov. 8	NELLORE	Nov. 15	Nov. 19	MONGOLIA	Dec. 18	Dec. 25
—	SARDINIA	Nov. 29	Dec. 4	MALWA	1916 Jan. 1	1916 Jan. 8
Dec. 6	NANSIN	Dec. 13	Dec. 17	MOOLTAN	Jan. 15	Jan. 22

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£74.	Return	£111
	"B"	"	"	£68.	"	£102.
2nd Saloon	"A"	"	"	£52.	"	£78.
	"B"	"	"	£48.	"	£72.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£70.	Return	£105.
	"B"	"	"	£64.	"	£96.
2nd Saloon	"A"	"	"	£50.	"	£75.
	"B"	"	"	£46.	"	£69

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS

STEAMERS,	Leave Y'HAMA.	Leave SHANGHA.	Leave H'KONG.	Leave S'PORE.	Due at M'SEILLES, if calling	Due LONDON
	about	about	about	about	about	about
NORE	Sept. 25	Oct. 3	Oct. 8	Oct. 14	Nov. 9	Nov. 18
NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30 1916	1916, Jan. 7
NAMUR	Dec. 6	Dec. 16	Dec. 22 1916	Dec. 28 1916	Jan. 27	Feb 3
KASHMIR	Dec. 20	Dec. 30	Jan. 5	Jan. 11	Feb. 10	Feb. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:
1st Saloon £58 Single £87 Return, 2nd Saloon £42 Single; £63 Return.

FARES TO MARSEILLES:
1st Saloon £54 Single, 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

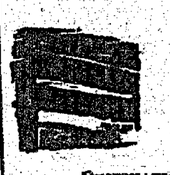
For Further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES AND DISPLACEMENT
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ MIYASAKI MARU Capt. Teranaka	16,000	THURSDAY, 7th Oct., at Noon.
	§ KITANO MARU Capt. F. E Cope	16,000	THURSDAY, 21st Oct., at Noon.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE YOKKAICHI and YOKOHAMA	§ SADO MARU Capt. Asakawa	12,500	TUESDAY, 19th Oct., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	§ NIKKO MARU Capt. Takeda,	9,000	FRIDAY, 15th Oct., at 4 P.M
	§ HITACHI MARU Capt. T. Sato,	13,500	TUESDAY, 16th Nov., at 4 P.M
CALCUTTA VIA SINGAPORE PENANG and RANGOON	HAKATA MARU Capt. kawa	12,500	MONDAY. 4th Oct.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	WAKASA MARU Capt. Itsuno	12,500	FRIDAY, 8th Oct.
SHANGHAI, MOJI and KOBE			
SHANGHAI, KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	16,000	TUESDAY, 5th Oct., at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	§ HITACHI MARU Capt. Tominaga,	13,500	FRIDAY, 15th Oce., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	KAWACHI MARU Cpat. Kurozumi	12,500	FRIDAY, 8th Oct

§ Wireless Telegraphy * Not Calling at Keelung.

SOME PRINCIPAL FARES.

To London	1st	Single	Yen	600.	To Marseilles	1st	Single	Yen 550
" "	"	Return	"	900.	" "	"	Return	" 825
" "	2nd	Single	"	400.	" "	2nd	Single	" 360
" "	"	Return	"	605.	" "	"	Return	" 550

To London, Southampton, Liverpool via New York £60.13.0
" " " " " Montreal £60.3.0
To Victoria, Vancouver, Seattle, 1st Single £25.
" " " " 1st Return £37.10.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" " 1st Return £72. " " 1st Return £73.16
To Yokohama, 1st Return $150. " Kobe, 1st Return $135
" " 2nd " $90. " " 2nd " $83

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to —

T. KUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1941. 5

POST OFFICE NOTICE

Correspondence addressed to enemy subjects in China, Siam, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria and the Ottoman Empire are suspended.

Ships in communication with Cape D'Aguilar Radio Telegraph Station :—

INWARD MAILS.

From	Per	Date
EUROPE (London 5th Sept., via Siberia)	*Liangchow*	1st Oct
...		
...		
...		
...		
...		
...		
...		

OUTWARD MAILS.

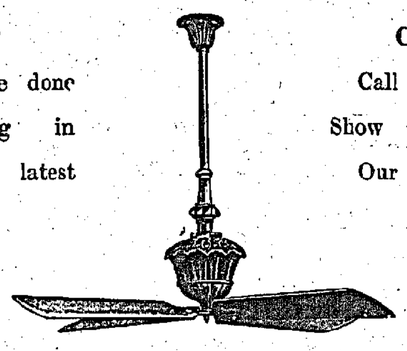
For	Per	Date
Batavia, Cheribon, Samarang, Soerabaya, Macas ar and Balikpapan Port Moresby (via Batavia)	*Rio Janeiro Maru* ...	Friday, 1st 11.00 A M
Swatow, Amoy and Foochow	*Haitan* ...	Friday, 1st, 11.00 A M
Straits	*Derwent* ...	Friday, 1st, 11.00 A M
Shanghai and North China	*Wingsang* ...	Friday, 1st, 5.00 P M
Hoihow, Pakhoi and Haiphong	*Sungkiang* ...	Saturday, 2nd, 9.00 A M
Timor, Australia, Tasmania, New Zealand, via Port Darwin, and New Guinea via Thursday Island ...	*St. Albans*	Saturday, 2nd, Registration ... 9.15 A M; Letters 10.00 A M
Swatow, Bolwan and Deli	*Van Spilbergen*	Saturday, 2nd, 11.00 A M
Amoy	*Tsinan* ...	Saturday, 2nd 11.00 A M
Philippine Islands ...	*Yuensang* ...	Saturday, 2nd, 2.00 P M
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA) ... (Shanghai British P.O. Wed'day, 6th Oct.)	*Anhui*	Saturday, 2nd, Registration ... 4.15 P M; Letters 5.00 P M
Hoihow and Haiphong	*Keijo Maru* ...	Sunday, 3rd 9.00 A M
Swatow, Amoy, Formosa via Tamsui	*Dairen Maru* ...	Sunday, 3rd, 9.00 A M
Straits, Mauritius, Delagoa Bay, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town	*Salamis* ...	Sunday, 3rd 9.00 A M
Straits, Burmah and India via Calcutta	*Hakata Maru* ...	Monday, 4th, 10.00 A M
Japan via Nagasaki, United States, South America and Canada via San Francisco and United Kingdom via Canada	*Mongolia* ...	Monday, 4th, Registration ... 11.15 A M; Letters ... NOON
Weihaiwei, Chefoo and Tientsin ...	*Kaneichow* ...	Monday, 4th, 3.00 P M
Shanghai, North China, & Japan via Kobe	*Muttra*	Monday, 4th, 5.00 P M
Shanghai, North China and Japan via Kobe	*Hirano Maru* ...	Tuesday, 5th, 9.00 A M
Sawtow, Amoy and Foochow	*Haimun* ...	Tuesday, 5th, NOON
Straits and India via Calcutta ...	*Yatshing*	Tuesday, 5th, 2.00 P M
Batavia, Samarang, Soerabaya, and Port Moresby (via Batavia)	*Tjisondari*	Tuesday, 5th, 2.00 P M
Philippine Islands	*Tean* ...	Tuesday, 5th, 3.00 P M
Shanghai and North China (EUROPE via SIBERIA) ... (Shanghai P.O. Saturday, 11th Oct.)	*Liangchow* ...	Tuesday, 5th, Registration ... 2.15 P M; Letters ... 3.00 P M
Straits, Colombo, Port Said, Marseilles and United Kingdom	*Miyasaki Maru* ..	Thursday, 7th, 11.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE The Parcel Mail will close on 6th Oct., at 5 P.M.	*Nore* ...	Thursday, 7th, Registration ... 2.15 P M; Letters ... 3.00 P M
Swatow, Amoy and Foochow	*Haiching* ...	Friday, 8th, NOON
Philippine Islands	*Tamsui* ...	Tuesday, 12th, 3.00 P M
SAIGON, STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE ...	*Paul Lecat*	Saturday, 16th, Registration ... 3.15 P M; Letters ... 4.00 P M
Australia, Tasmania, New Zealand via Port Darwin, New Guinea via Thursday Island	*Empire* ...	Saturday, 16th, Registration ... 6.00 P M; Sunday, 17th, Letters 9.00 A M
		—: NOVEMBER :—
Philippine Islands, Australia, New Zealand, Tasmania via Port Darwin and New Guinea via Thursday Island ...	*Changsha*	Wednesday, 17th, Registration ... 10.15 A M; Letters ... 11.00 A M

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O	10.00 A.M.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Autau, Ping Shan, Sai Kung, Saikin, Stanley	4.30 P.M.	—
Canton, Wuchow and Sam Shui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M. Except Saturdays	8.15 A.M.
Kongmoon	6.00 P.M.	5.00 P.M.
Namtau and Sanmei	6.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M 4.00 P.M.	9.00 A.M.

FANS! FANS!! FANS!!!

KEEP It can be done by investing in one of our latest type desk or ceiling fans.



COOL. Call at our Show Room. Our fans keep the flag flying.

Ship Cabin Fans a Speciality.

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL,
ELECTRICAL ENGINEERS.
Telegraphic Address: "MARINEWORK." Telephone 358 [32

COMMERCIAL.

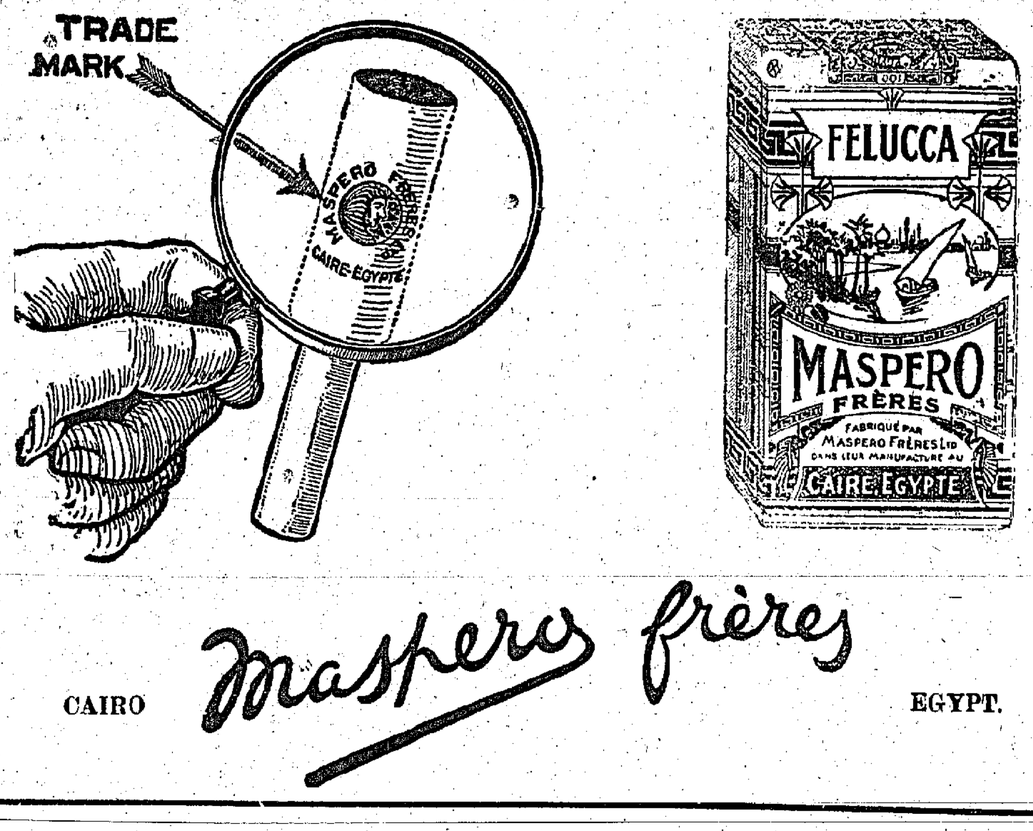
CLOSING QUOTATIONS.

	September 30th.
ON LONDON:—	
Telegraphic Transfer	1/9⅞
Bank Bills, on demand	1/9⅞
Bank Bills, at 30 days' sight ...	1/9⅞
Bank Bills, at 4 months' sight ...	1/9⅝
Credits, at 4 months' sight ...	1/10⅛
Documentary Bills 4 months' sight	1/10⅛
ON PARIS:—	
Bank Bills, on demand	247
Credits, at 4 months' sight	257½
ON GERMANY:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	42⅜
Credits, at 60 days' sight	nom.
ON BOMBAY:—	
Telegraphic Transfer	nom.
Bank, on demands	135⅛
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	135½
ON SHANGHAI:—	
Bank, at sight	78
Private, 30 days' sight	nom.
ON YOKOHAMA:—On demand	86⅛
ON MANILA:—On demand—Pesos	83½ nom.
ON SINGAPORE:—On demand	77
ON BATAVIA:—On demand	107⅛
ON HAIPHONG:—On demand	8½% p.m.
ON SAIGON:—On demand	8 % p.m.
ON BANGKOK:—On demand	86½
SOVEREIGNS, Bank's Buying Rate ...	$11.20 n.
GOLD LEAF, 100 tls. per tael	59.70
BAR SILVER, per oz.	23 11/16d.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1914.
REVISED BY THE MEMBERS.
PRICE $5.
DAILY PRESS OFFICE.
Hongkong, 26th February, 1915.

GUARANTEE OF A CIGARETTE AT ITS BEST.



CAIRO *Maspero frères* EGYPT.

SHARE LIST.—QUOTATIONS.

HONGKONG, 30TH SEPTEMBER, 1915.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash.	Return on basis of last Div'd.
BANKS.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	{$8 5 sal. & sal. L'don	6⅔ p.c.
China Borneo Company, Limited ...	60,000	$12	all	$ 0½, sales	
China Light and Power Company, Ltd. ...	50,000	$5	all	$4.35, buyers	8½ p.c.
China Provident, Loan & Mortgage Co., Ltd	50,000	$1	all	$⅝, buyers	7½ p.c.
COTTON MILLS.—	200,000	$10	all		
S'hai Cotton Manufacturing Co., Ltd. ...	40,000	Tls. 50	all	T. 93½, x. div.	
Kung Yik Cotton S. & W. Co., Ltd. ...	100,000	Tls. 10	all	T. 15½, buyers	
International Cotton Manufing Co., Ltd.	10,000	Tls. 75	all	Tls. 90½	8½ p.c.
Lan Kung Mow Cotton S. & W. Co., Ltd	8,000	Tls. 100	all	Tls. 90½	
Soeychee Cotton S. & W. Co., Ltd. ...	20,000	Tls. 50	all	Tls. 50	
Ewo Cotton Spin'g. & Weaving Co., Ltd	20,000	Tls. 50	all	Tls 175, sellers	
Hongkong Cotton Spinning Co., Ltd. (in Liquidation)	125,000	$10	all	$9½, sales	
Dairy Farm Company, Limited ...	40,000	$7½	$6	$5¼	4½ p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$70, buyers	5 p.c.
H'kong. and Whampoa Dock Co., Ltd. ..	50,000	$50	all	$82, sal. & buy.	4½ p.c.
S'hai. Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls 50, buyers	
New Engineering & S. B. Works, Ltd.	150,000	Tls. 5	all	Tls. 9½, buyers	
S'hai. and Hongkew Wharf Co. Ltd....	36,000	Tls. 100	all	Tls. 92	
Green Island Cement Co., Limited...	400,000	$10	all	$10, buyers	
Hongkong Electric Co., Limited	60,000	$10	all	$4¼	7½ p.c.
Hongkong Hotel Company, Limited ...	20,000	$50	all	$112, buyers	5 p.c.
Hongkong Ice Company, Limited ..	6,500	$25	all	$183	5½ p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	$10	all	$3¼, sales	7½ p.c.
Hongkong Tramway Co., Ltd	325,000	$5	all	$5½	6 p.c.
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$327½, sales	6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$163, buyers	7p.c.
Hongkong Fire Insurance Co., Ltd. ...	8,000	$250	$50	$420, buyers	7 p.c.
North-China Insurance Co., Limited	10,000	£15	£3	Tls. 165, buyers	
Union Insurance Society, Limited ...	12,400	$250	$100	$970, sellers	6½ p.c.
Yangtsze Insurance Association Ltd ..	12,000	$100	$60	$245, buy. @ Ex 75	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$109, sales	6½ p.c.
Hongkong Central Estate, Ld. ...	10,000	$100	all	$100	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$206	
Humphreys Estate and Finance Co., Ld	150,000	$10	all	$5.90 buyers	6 p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$50	$40, buyers	7½ p.c.
Shanghai Land Investment Co., Ld. ..	78,000	Tls. 50	all	Tls. 105	
West Point Building Co., Limited ...	12,500	$50	all	$72 buyers	6 p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls 38, buyers	
MINING.—					
Ural Caspian Oil Corpn., Ltd.... ...	1,000,000	£1	all	4 /6	
Chinese Engineering and M. Co., Ld ..	4,000,000	$1	all	50/-, sellers	
Raub Australian Gold Mining Co., Ld	200,000	$1	all	$½	
Tronoh Mines, Limited	160,000	£1	all	31/3, buyers	
Peak Tramways Co., Limited ..	25,000	$10	all	$94, buyers	8 p.c.
	50,000	$10	$1	$0.90, buyers	
REFINERIES.—				[1131/132 sal.	
China Sugar Refining Co., Limited	20,000	$10	all	$131, buyers	
Luzon Sugar Refining Co., Limited .	7 000	$100	all	$40½	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld...	30,000	$25	all	$0.40, buyers	
Douglas Steamship Co., Limited. ..	20,000	$50	all	$34½, buy. 83, sal.	6 p.c
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$10	all	$20, buyers	4 p.c.
Indo-China Steam Navigation Co., Ld	60,000 pref. 60,000 def.	£5	all	{comb. $152½, x. div. buy. pref. $59, x. div. def. $91, x. div.	
Shell Transport & Trading Co., Ld	4,047,600	£1	all	90/-, sellers buy	8 p.c.
Star Ferry Company, Limited ..	40,000	$10	all	$35½, buyers	5½ p.c.
South China Morning Post, Limited	5,000	$25	all	$25	
Steam Laundry Company, Limited	20,000	$5	all	$5½, buyers	8½ p.c.
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	21,000	$1	all	$6⅝	7½ p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$6.85	9 p.c
Union Waterboat Co., Limited	60,000	$10	all	$16½	6 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [118

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager
Hongkong, 2nd November 1914. [10

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
2/-£1,500,000 at—$15,000,000
Silver$18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

CHIEF MANAGER:
Hongkong—N. J. STABB.
MANAGER:
Shanghai—A. G. STEPHEN.
LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "
N. J. STABB,
Chief Manager.
Hongkong, 11th November, 1914. [9

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:—Wall Street, New York.
LONDON OFFICE:—Bishopsgate, E.C.
CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,125,000
(Gold) $7,370,000
All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL,
Manager.
9, Queen's Road,
Hongkong, 12th May, 1915. 784

THE BANK OF CHINA.
GOVERNMENT BANK

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan, Luanhsien, Tsanghsien, Haingtsi. HANGCHOW: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowken. TSINAN: Chowtsun, Tanhsien, Linchi, Liutsing, Tsinien, Yihtuh, Hulming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON. KUEIYANG. PEKING: Kueihua, Suiyuancheng, etc., etc.

CANTON BRANCH:
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange
Hongkong, 18th October, 1914. [754

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed Yen 20,000,000
Capital Paid-up " 12,500,000
Reserve Funds " 4,150,000

President: KAZUYOSHI YAGIU, Esq.
Vice-President: KOJURO NAKAGAWA, Esq.

DIRECTORS.
IYETOSHI SADA, Esq.
KYOROKU YAMANARI, Esq.
SHINGO MINAMI, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).

BRANCHES AND AGENCIES.

Akon	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taitc
Foochow	Kiukiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

LONDON BANKERS:—
PARR'S BANK,
YOKOHAMA SPECIE BANK.
Correspondents at Cheribon, Chenhan, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
3, DES VŒUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.
Y. KIKUCHI,
Manager.
Hongkong, 25th September, 1915. [556

NEDERLANDSCH-INDISCH HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK.)

[ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital...Fl. 19,943,000 (£1,662,000
Reserve Fund Fl. 7,777,750 (£648,100

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.
G. A DUNLOP, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 4th August, 1915. [13

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorised Capital£1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund 500,000

BANKERS:
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.
C. CHAMPKIN,
Acting Manager.
Hongkong, 9th September, 1915. [755

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